THE LITERARY DIGEST

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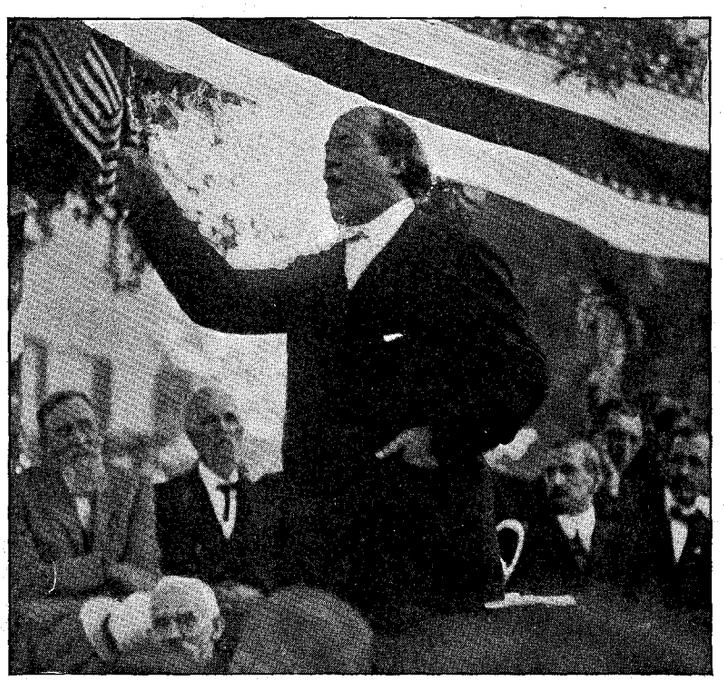
TOPICS OF THE DAY

THE SECRETARY OF STATE ON THE LECTURE PLATFORM

WHAT could be more natural, thinks Mr. Bryan, than that the Secretary of State, a seasoned Chautauqua campaigner, should devote a few weeks in the vacation season to filling lecture engagements and thus eke out a salary which does not quite pay expenses. What, indeed, echo the Secretary's loyal friends, as well as some of his foes, who protest that he should at least be fairly dealt with. But to many editors, especially those of Eastern training or Republican tendencies, the Secretary's conduct shows shockingly bad taste and a sad lack of devotion to duty. Papers which hate to see Mr. Bryan in Washington at all now complain because he is there so little. The Philadelphia *Press* (Rep.), for instance, offers its heartfelt sympathy to President Wilson for "what must be his disgust in the spectacle of his Secretary of State hawking a once honorable title about the country that thrift may follow spouting." And the New York *Sun* (Ind.) deprecates the "scandal" of Mr. Bryan's absences from Washington and his post of duty and laments that "the mighty-mouthed Democratic protagonist of all the political and moral virtues is content to be a loafer and a shirk." Why does he do it? ask his critics, who profess to know just how much Mr. Bryan's private income amounts to, and just how much it costs him, or should cost him, to live in becoming "democratic dignity" in the capital. When the Commoner accepted the office, they say, he should have been prepared to live within his salary, or else quietly to draw upon his savings, as his predecessors have done. And an opposition Senator bethought him to brighten the tedium of tariff discussion by introducing a resolution requesting the President to tell the Senate just what annual recompense would satisfy his Secretary of State. Can Secretary Bryan, who is credited with saving some $2,500 a year by substituting grape-juice for champagne, be waxing extravagant in other ways? asks one editor; or, hints another, must we accept "the rather sordid explanation that the beguilements of the Chautauqua treasury are irresistible"? Or, again, suggests the New York *Times* (Ind.), "Mr. Bryan's real reason for lecturing may be his desire to keep his personality conspicuous in the public mind." For it seems more likely to this paper "that he has resumed his Presidential campaign" than that he is really "hard up." Others find a simpler explanation in Mr. Bryan's long habit of and apparent fondness for public speech. As the far from friendly Boston *Herald* (Ind.) puts it: "The new Secretary of State is having a violent attack of his old complaint, the foot-and-mouth disease. He simply has to travel and he simply has to talk." To a Republican paper in the less excitable Middle West, these remarks about "dignity" and "absenteeism" seem so absurd as to deserve only silence. "If," says the Chicago *Record-Herald*, "Mr. Bryan chooses to take his vacation in a particular way, no one can object. But the bearing of his lecture circuit on the salary question, the cost of living, the application of the simple living principle, means



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columns of lively discussion, favorable and other." All of which advice, conjecture, irony, abuse, defense, and mere "lively discussion" are due to the announcement that the Secretary of State would devote six weeks to Chautauqua lecturing. On an earlier week-end speaking trip, the first since entering the Cabinet, Mr. Bryan explained that—

"I find it necessary to lecture in order to supplement the salary which I receive from the Government, the salary not being sufficient to cover my expenses. . . . . .

"I did not think it improper to go from the Chautauqua platform into a Presidential race, and if I had been elected President I would have thought it no stepping down to return to the Chautauqua platform.

"These meetings enable me to keep in touch with the people. I know of no better opportunity than they offer to present a message worth presenting to those to whom it is worth while to present a message."

Later, the discussion precipitated by news of the Secretary's intention called forth this more definite statement:

"In devoting a part of my vacation to lecturing, I am doing what I believe to be proper, and I have no fear whatever that any unbiased person will criticize me when he knows the facts.

"For seventeen years the sources of my income have been writing and lecturing, but each year I have made more public speeches without compensation, and where I have paid my own traveling expenses, than I have where compensation was received. My earning capacity has been large and I have made not only an income sufficient for my immediate needs, but have saved, on an average, something more than ten thousand dollars a year.

"In accepting the office which I now hold, I gave up the opportunity to add to my accumulations, for I do not expect to increase, during my term, the amount I have laid aside; that is, I am willing to forego whatever advantage I might derive from the acquiring of forty thousand dollars more for the privilege of serving the country in this office during the coming four years. I will do more if necessary, but I do not believe that fair-minded people will ask it of me. Therefore, until I see some reason for changing my purpose, I expect to lecture enough to bring my income up to my expenses, these lectures to be delivered during the time that other officials give to their vacations. In addition to supplementing my salary, I hope that my lectures do good—people who attend them would not do so if they did not think they received their money's worth, but I would be glad to spend my vacations resting instead of lecturing if I could do so without eating in upon the amount that I have laid away as a protection against old age."

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THE SECRETARY OF STATE.

In striking contrast with the picture on the previous page.

Mr. Bryan is here seen in formal garb in his official capacity escorting Dr. Lauro Muller, the Brazilian Foreign Minister who has been visiting us. Dr. Muller is seen at the reader's left.

Such a step is unprecedented in the annals of our Department of State, say the newspaper writers. So, too, it seemed to Senator Bristow (Prog., Kan.). And the Senator was led to present a resolution noting that various distinguished predecessors of Mr. Bryan got along on their salaries of $3,500, $5,000, $6,000, or $8,000 a year, none of them being "compelled to neglect their duties of the office because of the meagerness of the salary." Then in a few paragraphs, "combining irony, sarcasm, and humor," according to Senator Williams, the resolution proceeded to ask "that the President be requested, if not incompatible with the public interests, to advise the Senate what would be a proper salary to enable the present Secretary of State to live with comfort and to enable him to give his time to the discharge of his public duties, for which he is now being paid the sum of $1,000 per month."

Washington, says the New York *Sun's* correspondent, is facing a Bryan conundrum—

"How is it that a man reputed to be worth from a quarter to half a million dollars, who is enjoying a salary of $12,000 a year and furthermore is supposed to be the personification of Democratic and 'Jefferson simplicity' is forced to take to the lecture platform in order to live decently? . . . . . .

"Washington can not forget that Bryan made a tour of the world in 1907, for which he was generously compensated by a series of syndicate letters; that for years he has borne the reputation of being the highest-paid Chautauqua lecturer, his figure for a single lecture being, according to lecture-bureau managers, $250.

"He has every year been speaking in public for pay; according to common understanding he got $1,000 a day for his services as syndicate writer during the Republican and Democratic conventions last year; he is the editor and owner of *The Commoner*, which costs very little to get out, but enjoys a tremendous circulation."

Furthermore, continues this writer, "other members of the Cabinet seem to be able to struggle along on their modest $12,000 a year without serious difficulty." Yet one of Mr. Bryan's Cabinet colleagues is quoted as saying that tho his own position "is a modest one, in which much in a social way is not required, a man holding a portfolio which Mr. Bryan holds is in a totally different position. He must make large expenditures in the entertainment of our foreign guests." Speaker Clark, it should be noted, adds to his income by delivering Chautauqua lectures between sessions of Congress. The New York *Times* correspondent observes that with the exception of William R. Day, who held the office for a brief period, all Secretaries of State in recent years have spent, according to the general understanding, "much more for living expenses and entertainment than they received from the Government." We find, too, that tho the New York *World* (Dem.) regrets Mr. Bryan's "divided service" and finds his statements in exceeding bad taste, a Washington correspondent writes to its evening edition that one reason for the Secretary's lack of funds is his scrupulous exactness in paying all semiofficial expenses himself. Herein, says the Boston *Journal* (Prog.), "he practises a degree of conscientiousness which must be amazing to veteran observers of Washington officials." *The Evening World* specifies:

"He refuses to charge to the State Department expense account large sums expended in social entertaining and in

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liberal traveling expenses, but pays out of his own pocket. . . . He pays for diplomatic dinners given at his own house. He pays for all manner of small semiofficial expenses incurred in Washington. . . . . .

"When traveling, Secretary Bryan limits the expense charged to the Government to lowest figures. When he went to California by direction of the President to adjust the Japanese troubles, his expense account was pared to the bone."

Now that Bryan "knows how it is himself," counsels the Washington *Star*, "he should throw his influence in favor of larger salaries for those high officials who need them. Especially should he remember the officials who are under the direction of his own Department and are serving abroad on a small allowance."

The criticism of Mr. Bryan for going on the lecture platform to earn money seems to the Washington *Times* (Prog.) "the Ultima Thule in cheap demagogy," and it remarks acidly:

"It is held to be unbecoming for a public man to go about delivering lectures. No doubt; from the standpoint of people who always supported Foraker and Littlefield and Sibley and Jim Watson, and that sort of people, it would be much more becoming to draw down, in a quiet, unostentatious way, a neat certificate of deposit from some philanthropic magnate with business pending before the Government. Mr. Bryan is unquestionably violating the traditions. But they are a fine set of traditions to violate."

Whatever criticism Secretary Bryan has earned, concludes *The Times*, "lies not against his lecturing, but against his failure to give adequate attention to his Department's business." And against this "failure" the heaviest editorial guns are trained. The Democratic New York *World*, speaking as emphatically as does the Republican Albany *Journal*, declares that "the real question is whether the Government for such a position as his may not justly claim an undivided service, and whether any other view is compatible with a worthy ambition." The Philadelphia *Inquirer* thinks that the present Secretary of State regards his job as "a private snap." The New York *Sun*, *Journal of Commerce*, *Press*, and Baltimore *News* are

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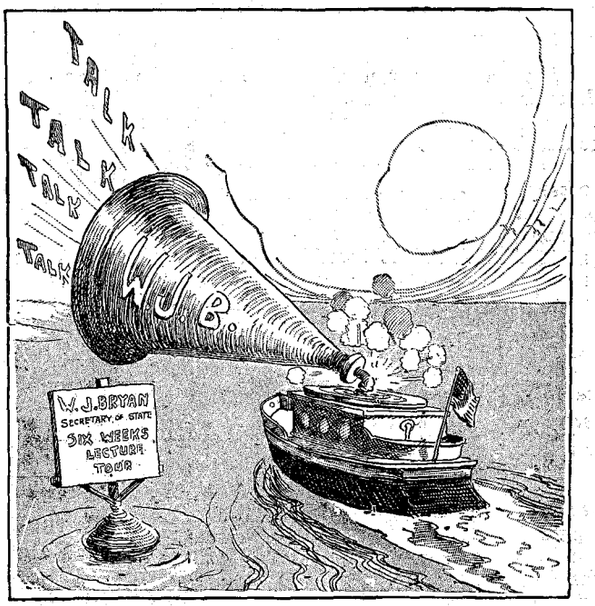
PLEASURE BEFORE BUSINESS.

—Morgan in the Philadelphia *Inquirer*.

equally condemnatory. Some of these papers are moved to slurring remarks about Mr. Bryan's fitness for his position. Still, this is not the question, as the New York *Times* sums up the situation:

"The absence of the principal officer of the Cabinet for so long a time from his office desk is not to be condoned. There has been no time in our recent history when so many problems of our foreign relations have required prompt solution. The need of concentration upon half a dozen important subjects is manifested daily. The Secretary of State's task at this moment is more difficult, requiring a high order of intellect, discretion, and industry, than that of any other Cabinet officer.



THE SHIP OF STATE.

—Brinkerhoff in the New York *Evening Sun*.

The exact measure of Mr. Bryan's fitness for this office is not in question. He holds it, and he should remain in Washington to attend to his duty. The country is bound to suffer from the consequences of neglect in the affairs of the State Department."

Yet even in the East, and among those who have been accustomed to disagree with Mr. Bryan politically, such criticism of the Secretary of State is called "caviling," "ridiculous," and "absolutely unjustified." By the Baltimore *Sun* (Ind.) it is laid to a "desperate disposition to make mountains out of mole-hills." The Springfield *Republican* (Ind.) recounts the speech-making tours of President Taft, and of Mr. Bryan's two immediate predecessors, Secretaries Knox and Root. The main difference between Mr. Bryan and Messrs. Knox and Root "thus far is that he stays in the United States and does his talking to his own people." It seems to the Boston *Christian Science Monitor* that "in an educational way Mr. Bryan can be more useful to the Administration in the great Chautauqua gatherings of the Middle West in the next six weeks than if cooped up in the State Department building." So, too, the New York *Commercial*, a journal close to Wall Street and never blinded in its editorial judgment by the glamour of the Bryan personality, rises to the Secretary's defense:

"He is on a lecturing tour under the auspices of the Chautauqua Association. He needs the money, and he is certainly trying to earn it in an open and innocent way. The newspapers and the public will not lose track of him for a moment and he will be in touch with Washington all the time. As long as this country refuses to pay adequate salaries to its highest public officials the people can not complain when those of them who are comparatively poor find it necessary to add to their official incomes by writing or lecturing. Caviling at Mr. Bryan for lecturing is silly. Other high officials, including Presidents, have spent time in writing. Mr. Bryan prefers to talk, and his critics should rise and explain wherein lies the difference before they say any more. . . . . .

"Mr. Bryan is not neglecting his public duties and he should be let alone. He is taking a well-earned vacation in a way that will keep him in touch with the people. . . . Only those who have axes to grind go to Washington in person to talk

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to Cabinet officers. Mr. Bryan will hear from those who stay at home and it will do him and them good. By finding fault with him in such little things his critics prove that they do not find in his administration of his Department anything worthy of criticism. He has dealt with the Mexican and Japanese questions and nothing else is pressing for action."

As a last word, we print Secretary Bryan's remark on the bearing of the present Mexican crisis on his Chautauqua engagements:

"The newspaper men might have assumed that my lecture dates would not interfere with business, instead of assuming that they would. All my lecture dates were made subject to cancellation."

IMPROVING THE PARCEL POST

HALF A YEAR'S working out of the parcel-post system not only proves to the press that it is a success beyond expectation of the most sanguine, but also shows it is open to further improvements. The objection to separate stamps has been met by the order that ordinary stamps may be used on parcels and parcel-post stamps on letters, so one vexatious feature has been eliminated. The handling of C. O. D. packages, however, is an extension of the parcel-post system of still greater range and influence, which, according to the Springfield *Republican* (Ind.), "will be especially welcomed by the people," who more and more approve as the parcel post invades "the field of operations once dominated by the express companies," while the Brooklyn *Eagle* (Ind. Dem.) notes that the postal service "flat rate of ten cents for making the collection, which includes also the insurance of the package, is far below what the express companies used to charge for the same service." In this connection the Boston *Transcript* observes:

"LAN'S SAKE, CHILE', UNCLE WILL HAVE TO ENLARGE YOUR SUIT."
—Manz in the Washington *Herald*.

"This new feature of the postal service is a balance-wheel to the express business rather than a direct competitor. It takes the rough edge off the monopoly, so far as there has been one, or an understanding which practically amounted to the same thing, and it does it, not by any drastic or complicated legislation, but through the exercise of one of the natural and legitimate functions of government."

On the prospect of the parcel post eliminating the express companies from the business that hitherto belonged to them, the Philadelphia *Railway World* for June calls attention to an interesting fact, saying:

"Only about 45 per cent. of the net revenues of these companies has come from their transportation business. The 55 per cent. comes from non-transportation activities. According to Mr. Walker D. Hines, counsel for the five express companies: 'More than half the total net returns represent income from investments, and earnings on non-transportation and foreign business, checks for travelers, investments of former earnings in real estate, stocks, bonds.'"

This business, *The Railway World* notes, would not be interfered with by the Post-Office Department, while it offers as evidence of the parcel post's astonishing growth this statement:

"Reports received at the Post-Office Department indicate that 59,500,000 parcel-post packages were sent through the mail in April, a gain of approximately 54 per cent. over January, the first month of operation. At the New York post-office alone from January 1 to April 15, $1,026,000 worth of parcel-post stamps were sold, and reports for the first two weeks of April at this office show that the ratio of increase is being kept up to 42 per cent. monthly for incoming and outgoing business. In three months, at the New York post-office, the values placed on articles insured was about $1,880,500. The value of merchandise so far shipped from New York City by parcel post would be about $51,000,000."

A government department whose first five months of operation indicate probable annual net profits of from $15,000,000 to $20,000,000, the Washington *Times* (Prog.) maintains, has earned the right to immediate extension of its possibilities. Therefore it indorses the recommendations of Representative David J. Lewis, of Maryland, to the Postmaster-General and the National Parcel-Post Commission, that the weight limit on packages to be collected and delivered by the Post-Office be raised from 11 to 100 pounds, and that the weight limit be removed on packages to be delivered and called for by the public; that the zone system be simplified, and that amendments of the rates and of other particulars be adopted. Among suggested improvements is that of more careful handling of parcels in transit, mentioned as a complaint of many shippers by the New York *Sun*, and the recurring question in the newspapers as to the reason for barring books from the parcel post. But the reform of the zone system and the reduction of rates are the changes most emphatically advocated by the press which find the former too complicated and the latter unnecessarily high. The mere account of "two-thirds of the gross income" from the parcel post being "clear gain" is a reason, according to the Philadelphia *Record* (Ind. Dem.), for readjustment of these congenital features, which may be managed under the provisions of the Postal Express Law of 1912, granting ample authority "to alter rates, classifications, and zones by administrative order," tho *The Record* admits that,—

"It is a big question, and involves thinking and acting on broad lines. . . . The establishment of a real postal express is almost on a level of importance with currency and tariff reform. It would be an act of policy of presidential size."

That the zone system should be abolished is the opinion of a committee of the Merchants' Association of New York, as cited by the New York *Evening Post* (Ind.). They urge that "a flat rate for the whole country" should be substituted in its stead; or that, if this be found impracticable, then "the number of zones should be reduced to two, or at most three." On this important point the New Orleans *Times-Democrat* (Ind. Dem.) says:

"The proposals of change come from the great mail-order houses, and would, it is understood, be largely to their advantage. There is no reason to doubt that the zone system, as now operated, is complicated, and that it could be simplified to the benefit of the general public. At the same time, public sentiment has strongly supported the zone plan, and the parcel post would scarcely have been accepted by Congress without this compromise, intended to protect the smaller towns, and to prevent a marked concentration of business, through the parcel post, in a few big cities."

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BEGINNING TO SHOW ON THE PLATE.
—Ireland in the Columbus *Dispatch*.

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ANXIOUS MOMENTS.
—French in the Chicago *Record-Herald*.

MAKING THE "INVISIBLE GOVERNMENT" VISIBLE.

FOREIGN SERVICE UNDER WILSON

THE DISCOURAGING NEWS to office-seekers that one hundred applications are on file for diplomatic appointments to every single appointment to be made, which is given to the press by Secretary of State Bryan, is taken as an indication of the difficulties the Administration faces in the double task of satisfying the seekers and in maintaining efficiency in the foreign service. Some observers incline to criticize President Wilson, and not so indirectly Secretary Bryan, for allowing the good work of Presidents Roosevelt and Taft in reorganizing the service to go for naught in making divers appointments, especially of the minor officials, largely on the qualification of political services rendered. But the President's chief diplomatic selections thus far known, among them Walter Hines Page at London, Judge James W. Gerard at Berlin, Henry Van Dyke at The Hague, Thomas Nelson Page at Rome, and George W. Guthrie at Tokyo, are unanimously approved, while the New York *World* (Dem.) congratulates President Wilson for "resisting the pressure of patronage-seekers," and says he has been uniformly fortunate in the choice of his men. In the view of *The World*, moreover, a complete change all down the list was to be expected and was needed with the change of administration, and "the result so far has been a general toning up of the diplomatic service." The critical attitude of certain Republican editors on this point rather surprizes the Philadelphia *Record* (Ind. Dem.), which says:

"Republicans are shocked to discover indications that diplomatic posts are 'spoils,' and that places now held by Republicans are being rapidly filled by Democrats. Sixteen years ago a Republican President followed a Democrat, and very few Democratic officials survived. The country is outgrowing the spoils system, but Republicans are in no position to cast stones at a Democratic Administration."

Non-partizan in its stand, the New York *Journal of Commerce* notes that "it was confidently expected" President Wilson would continue the work begun by his predecessors of "placing the foreign service of the United States on a business basis." At the same time, this newspaper goes on to say, it was feared that in this effort "he would receive but scant assistance and might encounter serious hindrance" from his Secretary of State, yet the event proves, according to this authority, that:

"So far the evidences of the President's interest in the elevation of the diplomatic and consular service above the reach of partizan politics has been mainly negative. There has been no disposition shown, in spite of powerful pressure from Democratic workers, to make a clean sweep of Republican consuls, and it seems a legitimate inference that it is the President's wish to interfere with no consular representative whose competency is a matter of record, and whose training is of positive value to the service."

Wholly different in tone and in viewpoint, however, are the statements of other editors and of such Washington correspondents as those of the San Francisco *Chronicle* (Ind.), the Chicago *Tribune* (Prog.), the New York *Sun* (Ind.), and the New York *Times* (Ind. Dem.), who fear that owing to "the clamor for office" the diplomatic service is to sink into a Democratic spoils system. The *Sun* correspondent points to the fact that:

"President Wilson has made comparatively few appointments to the diplomatic service. Leaving out of consideration those who hold the rank of ambassador, the appointments already made indicate that the men who rose to the grade of minister by the merit system are to be ousted with the same abandon as the admittedly political appointees. Four of these men, among the most capable public servants in the diplomatic service, have been dropt. These are James G. Dubois, until recently Minister to Colombia; George T. Weitzel, Minister to Nicaragua; Arthur M. Beaupré, Minister to Cuba, and Lewis Einstein, Minister to Costa Rica. Each of these four men reached the grade of Minister by serving first in the lower grades of the service. They have been or are to be displaced by men chosen from outside the consular or diplomatic service."

In the Chicago *Tribune* John Callan O'Laughlin says the attitude of the Administration seems to be: "To the victor belongs the spoils." He adds: "It is the view of Secretary Bryan, and apparently likewise that of President Wilson, that trained diplomats are unnecessary; that the aspirations of the American people can be more accurately exprest by men coming directly from the people, these men being, of course, Democrats."

That "the President has yielded too much to political pressure" is the opinion of the New York *Tribune* (Rep.); and *The Press* (Prog.) wonders "whether Mr. Bryan's altruistic views on some subjects can not be brought down to earth so far as to stop the raid of the job-hunters." There is little incentive to good work in the lower ranks of the service when the higher

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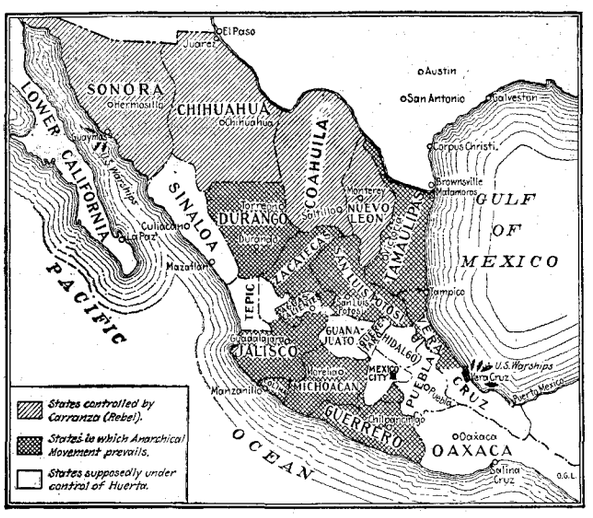
posts are made the pawns of politics, argues the Boston *Transcript* (Ind. Rep.), and if this goes on "then the morale of the whole service is destroyed." The New York *Times* (Ind. Dem.), too, deplores the fact that Mr. Wilson should return to "the old political method" in selecting men for the lesser missions, and adds that "the hands of the clock have been turned back twenty years."

OUR CALL TO RECOGNIZE HUERTA

VICTORIANO HUERTA, provisional President of Mexico, can not understand why he is not officially recognized by the United States. Other Powers, including Great Britain, Japan, Spain, Italy, Germany, Russia, and Austria-Hungary, have accorded him this favor. Mr. Huerta has not failed to indicate his wishes to our authorities, and now he is being seconded rather powerfully. For, if we are to believe certain recent press reports, the representatives of



THE SITUATION IN MEXICO.
As seen by the New York *Sun*.

European Powers in Mexico City have been telling their home Governments that the United States ought either to accord recognition to Huerta or else step in itself and take the responsibility for restoring order in Mexico. At least one Power, say these dispatches, has presented these alternatives to our State Department in Washington. Such news and the daily stories of anti-American demonstrations in Mexico are enough to call forth again from a large part of our press demands that President Wilson declare his Mexican policy forthwith. And the calling of Ambassador Wilson to Washington for a consultation is looked upon as a possible forerunner of an important White House announcement regarding Mexico. The position of our Government since the overthrow of Madero, thinks the Washington *Star* (Ind.), has been unfortunate:

"Shocking as were the circumstances of Huerta's seizure of power and disposal of his predecessor, the United States retained a direct and material interest in the situation, and it is to be regretted that it practically cut itself off from a position of influence at the Mexican capital by refusing to recognize the newly established Government on the score of the irregularity of its foundation. This was a high moral ground, but it did not make for the protection of American citizens, which was and is to-day the main business of this Government with reference to the Mexican situation. It was, perhaps, magnificent, but it was not diplomacy."

Sentiments such as these are entertained by dailies of various party affiliations, such as the New York *Sun* (Ind.) and *Journal of Commerce*, Detroit *Free Press* (Ind.), Hartford *Times* (Dem.), and Buffalo *News* (Rep.). While we have gone on calmly withholding recognition from the *de facto* Government in Mexico, and "putatively largely because of that lack of recognition," says the New York *Tribune* (Rep.), "disorder has continued and revolts have flourished until the interests of other countries are so jeopardized as to provoke the representations which have now been made." The New York *Evening Mail* (Prog.) sees a real menace in the situation:

"Multitudes of Americans are fleeing for their lives from the unhappy Republic, and the tide of anti-American feeling among the Mexican masses is being whipt up by those who believe that the refusal of the Wilson Administration to recognize the *de facto* Government is due to a deliberate desire on the part of the United States to allow Mexico to be ruined and wrecked as a preliminary to armed American intervention and the annexation of Mexican territory."

The following paragraphs from a New York *Sun* dispatch from Washington explain the anxiety of these editors:

"The increasing hostility toward Americans in Mexico is due principally to the refusal of the United States to recognize the Huerta Government. . . . . .

"The Mexicans, even the common people, know that never before has the United States undertaken a moral scrutiny of the circumstances surrounding the accession of a new government and so they regard the refusal of recognition as an affront. The granting of recognition by Great Britain, France, Spain, Japan, and Italy has only served to heighten the resentment felt by Mexico and her people against President Wilson and his Administration.

"President Huerta is in sympathy with the charge made by many Mexicans that the Wilson Administration has withheld recognition with the intention of letting Mexico wear herself out in internal strife, and thus make it easier for the United States to take charge of things and help herself to whatever territory the Washington Government may desire to take.

"This charge is accepted without question as true by many Mexicans, and the credence given to it is in part an explanation of the offers of thousands of Mexicans to bear arms against the expected invading Yankees."

Yet the Wilson policy of non-recognition is commended by many editors aware of all these facts. Our responsibilities in the protection of our own citizens and those of other nations in Mexico can not be escaped, but, says the Boston *Transcript* (Rep.), "these rights and responsibilities are in no way dependent upon the recognition of a Government that has yet to receive the indorsement of the governed." With this the Boston *Post*, Charleston *News and Courier*, New York *Globe*, and Washington *Times* agree, and the New York *Evening Post* thinks we ought to clear our minds of the current fallacies about the effect of a recognition of Huerta:

"The strange notion that the establishment of peace and order in Mexico merely waits upon American recognition of Huerta will not bear examination. It seems to be thought that, if President Wilson were to send an ambassador to his great and good friend in Mexico City, Carranza and the other revolutionists in the North would instantly lay down their arms. But that is a wild supposition. . . . As long as the revolutionists continue determined to fight the man whom they consider a murderer as well as usurper; as long as roving bands find it possible to defy the Federal troops and to burn and rob and destroy, mere recognition by the United States of the provisional President could not essentially alter his military difficulties."

Down along the Mexican border similar opinions are held by the San Antonio *Light*, which considers Huerta the sole instigator of "the so-called anti-American demonstrations" in Mexico. Yet another Texan daily, the El Paso *Herald*, has no patience with the Wilson Mexican policy. According to this nearby observer:

"Bad as things were under Taft and Knox, the Washington end is being even less intelligently and less forcefully handled under the present Administration. . . . The United States has lost as heavily in prestige, influence, friendship, property, and trade during the last four months as during the year preceding the change of Administration."

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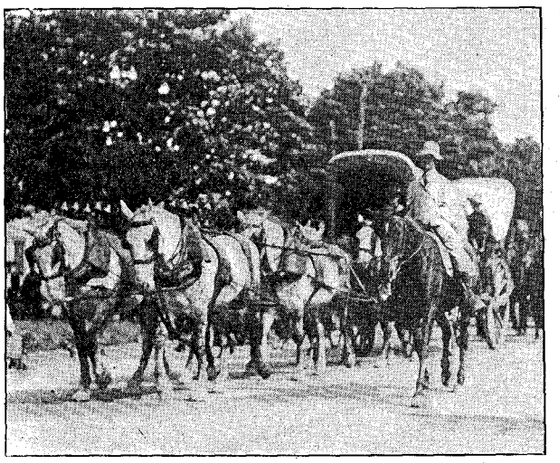

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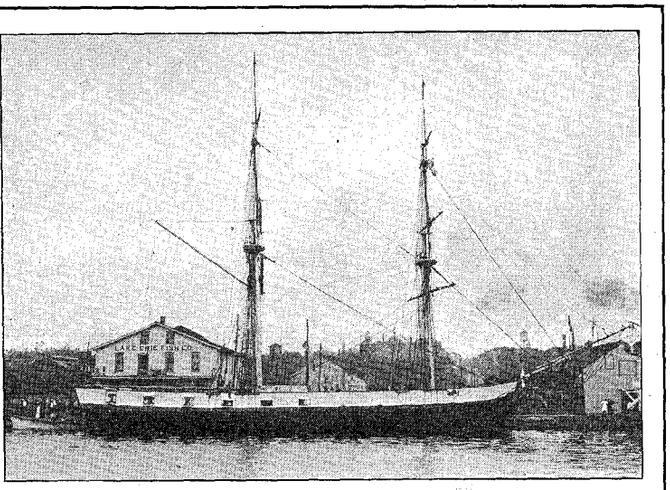
THE OLD POWDER-WAGON.

This reproduction of the wagon which brought the powder from Delaware to the American fleet at Erie, Pa., in 1813, recently covered the same 500 miles, with the horses wearing the original harness, to take the leading part in the celebration at Erie.



THE "NIAGARA."

The central attraction in the series of centennial celebrations of the battle of Lake Erie, which began on July 6, and will last till October, is Commodore Perry's old flagship. The hull was raised from the mud at the bottom of Lake Erie, and was refitted so that the ship now looks just as she did a century ago.

MEMORIES OF A CENTURY-OLD VICTORY.

NEW KNOTS IN THE RAILROAD TANGLE

THE UNIVERSAL SATISFACTION in the East, shown by its press, over the prevention of the threatened railroad strike, has been shaken somewhat by the fear that the interjection of new issues will make peace impossible. The first obstacle in the way of peaceful arbitration, it will be remembered, was dissatisfaction with the Erdman Act. By prompt action of Congress, after a White House conference, this difficulty was smoothed out by the enactment of a law providing more satisfactory methods of settlement, and by the appointment of the new commission by the President. But the statement by the railroad managers that they were willing to have this board consider, not merely the demands of the unions, but "all differences relative to pay and working conditions," introduced a new chance for difference of opinion. For this apparently innocent phrase was followed by the announcement that the roads would submit to the Board of Mediation and Conciliation grievances of their own. And in reply came charges of bad faith from the leaders of the employees and these emphatic words from President Lee, of the Brotherhood of Railroad Trainmen: "Unless the Eastern railroad managers make an about-face from their position, every conductor and trainman employed on the forty-three lines involved in the present dispute will be ordered to strike." So the press, all hoping for the best, tho somewhat worried over the possibility of the worst, take their various positions on the new issue. Some of them, with Seth Low, president of the American Civic Federation, share the view of the railroad workers, while others see no reason why a board established to settle railroad disputes should not consider the grievances of both parties. The wage question, which started the present friction, was stated in our last week's issue. The eight counter-demands of the railroads ask for certain readjustments of methods of payment and of conditions of service in the interest of the employer.

What is this but trickery? ask the spokesmen of the railroad workers. As Mr. Low puts it, the conductors and trainmen "believe the railroads are honorably bound to dispose of the questions raised by them . . . before they are asked to consider new and far-reaching problems to which neither they nor their brotherhoods have given the slightest consideration," and he declares himself "entirely in sympathy with their view." So, too, does the Washington *Times*, which thinks the railroad proposals "savor all too strongly of bad faith."

Taking issue with the railway employees, papers like the New York *World* and Newark *News* agree with the more conservative New York *Journal of Commerce*, *Commercial*, and *Times* and Brooklyn *Eagle* and *Standard-Union* that "turn about is fair play." As *The World* puts it, if the new law

"were created on the assumption that the unions should hold the position of perpetual plaintiff and the railroads the position of perpetual defendant, it would be a one-sided affair. Equality of opportunity to ask for public hearings and secure just decisions in the public interest so as to prevent strife and strikes is the only sound principle."

The enactment of the Newlands Bill establishing a permanent Board of Mediation and Conciliation, and providing for the arbitration of labor disputes on railroads in interstate commerce, will probably, in the opinion of the Buffalo *Express*, "mark the end of the railroad strikes in this country." The Springfield *Republican*, Baltimore *Sun*, and New York *Tribune*, *Journal of Commerce*, and *Wall Street Journal* are not quite so sanguine, but believe that the new plan is a long step ahead. The new law, explains the New York *Journal of Commerce* in a Washington dispatch:

"Establishes the 'United States Board of Mediation and Conciliation,' to consist of a Federal 'Commissioner of Mediation and Conciliation' and two other officials of the Government to be designated by the President. This Board could be appealed to to intervene in a railroad labor dispute by either party and would first use its best efforts, by mediation and conciliation, to bring the disputants to an agreement. Failure would be followed by an attempt on the part of the Board to 'induce the parties to submit their controversy to arbitration,' and in case arbitration was agreed to, special boards of either three or six mediators would be chosen by the railroads and their employees.

"Arbitration under the new law would be undertaken only after a definite agreement had been made by both parties to abide by the decision of the arbitration board for a stated period."

The personnel of the Board of Mediation as appointed by President Wilson is as follows: William L. Chambers, Commissioner; Assistant Secretary of Labor Louis F. Post, and Judge Martin A. Knapp, of the Commerce Court. Mr. G. W. W. Hanger, now in the Department of Labor, has been selected as assistant to Commissioner Chambers.

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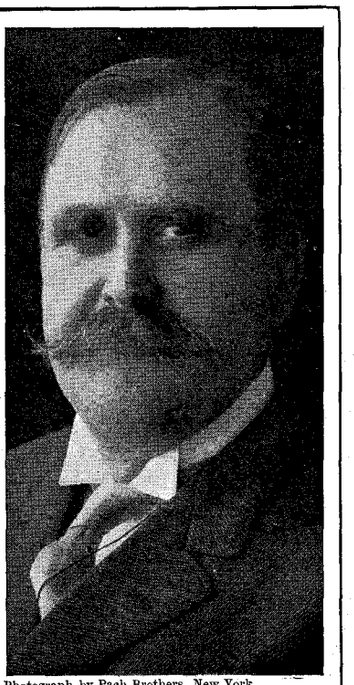
RETREAT OF A FOSS INDUSTRY

THE THIRD-TIME Democratic Governor of the Bay State, Eugene N. Foss, in announcing the removal of part of his machinery works from Massachusetts to Galt, Canada, issues a statement blaming the tariff action of the Democratic Congress for forcing him from the United States and accusing "arbitrary and tyrannical" labor leaders of "stifling business," with the immediate result of a variety of editorial comment on the tariff, free trade, and reciprocity generally, but mostly and particularly about Governor Foss himself. The New York *World* (Dem.), in a short sketch of the man and his career, reminds us that Governor Foss left the Republican party because "it had proved faithless to reciprocity," left the Democratic party "when he assailed it for moving to reduce taxation," and now he is leaving the country, "because he can not have markets extended by reciprocity, a tariff-protected product at home, and docile labor." *The World* also calls attention to the signal honors Governor Foss has received at the hands of his State since he became a Democrat, having been elected to Congress, having been elected Governor three times, and during the past campaign having been "often mentioned as a candidate for the Presidency or Vice-Presidency." In his "manifesto," as it is called by some, Governor Foss says that for more than twelve years "one of the principal Massachusetts corporations" which he "represents" has had under consideration a plan to transfer a large portion of its work to Canada. Altho he personally, he tells us, has all along opposed this plan, he is "now convinced that it is no longer possible to defer action on this matter," and informs us that "all over the United States the tendency among the principal manufacturing interests is toward the establishment of plants in Canada." The movement has been going on for many years, according to Governor Foss, who tells us the important news that "it is estimated that from three to five hundred million dollars of American capital is now invested in these Canadian plants," and suggests a remedy, here quoted from his statement to the press:



Photograph by Pach Brothers, New York.

GOVERNOR FOSS,

A tariff reformer who is driven to Canada by tariff reform.

"We should have with Canada and other countries such trade agreements as would enable us to manufacture our goods in the United States, giving employment to American workingmen, and utilizing only American capital. But such agreements would imply a recognition of the principle of reciprocity."

It is the opinion of the Springfield *Republican* (Ind.) that Governor Foss "would have been much more candid and honest" if he had called attention to the fact that the Canadian Government "has passed under the control of the high protectionist party that fought and defeated reciprocity with the United States," whereat *The Republican* asks:

"Is any party in America now to blame because Canada levies a protective tariff against American manufacturers? . . . Not three years have passed since a Republican President, Mr. Taft, supported by most of his own party and by all of the Democratic party, made into law an act of far-reaching reciprocity with the Dominion. It is not the fault of the United States, nor any party in it, that Canada, exercising a free choice, rejected these well-meant and sincere advances toward close trade relations."

Seeing the matter similarly, but in lighter mood, the Boston *Transcript* (Ind. Rep.) wishes to know why Governor Foss allies himself with the country responsible for the defeat of reciprocity, unless he means to try to bring the Dominion "into a more reasonable frame of mind," while the Boston *Herald* (Ind.) suspects him of "playing politics" in a measure, and hints behind a smile that "perhaps after he has established himself in Canadian business, the Governor will also take a flyer in Canadian politics" and "make things interesting for the old boys at Ottawa."

The New York *Journal of Commerce*, defining reciprocity to be a mitigation of the protective policy, without a place in a policy of tariff for revenue only, urges Governor Foss "to take one side or other of a fundamental principle and stick to it," while the New York *Evening Post* (Ind.) thinks the Governor's attitude and declaration "will hardly create a tremendous stir in the country, or cause Congress to shrink back appalled from the passing of the Tariff Bill." Quite the reverse is the verdict of the Philadelphia *Inquirer* (Rep.), which, in view of Governor Foss's position in the Democratic party, considers his statement "extraordinary," and wonders "how the Democratic Senators will treat this action by one of their leaders," while the Washington *Post* (Ind.) sees in the Foss action and manifesto a test case for "the Democratic policy of reprisals against interests which attribute wage reductions or mill closings to the new Tariff Bill" and inquires *apropos*, "Why not tackle Foss?"

TOPICS IN BRIEF

IT looks as if Mr. Mellen would have to seek a new haven.—*Boston Transcript.*

OF the various reasons advanced why Mr. Bryan lectures, perhaps the best is that he can't help it.—*Washington Post.*

EVEN Congress had never dreamed that anybody would want to impersonate a Congressman.—*New York Evening Post.*

WITH a little more probing, Colonel Mulhall ought to make a good advertisement for a porous plaster.—*Washington Post.*

DAVID LAMAR seems to have profest being on terms of intimacy with every one in Congress except the chaplain.—*Kansas City Star.*

THE man who was going to invent a telephone appliance that would make persons talking visible to each other should hurry up.—*Albany Journal.*

AMBASSADORS desiring to transact diplomatic business for their sovereigns this summer are busily memorizing Chautauqua dates and reading up on time-table news.—*Boston Transcript.*

GOVERNOR FOSS proposes to adopt Johnsonian methods by pulling off a mill in some other country.—*Washington Post.*

THE "voice of the turtle" has lately sounded suspiciously like a quack. Especially where serums were concerned.—*New York Evening Sun.*

IF the Balkan War keeps up much longer, the sole survivor will turn sword-swallower from sheer force of habit.—*Washington Post.*

IF R. Waldo Emerson were to write it over again, he would doubtless advise the ambitious to hitch their wagon to the high cost of living.—*Washington Post.*

IT is a bad sign for future harmony when a Secretary of State begins to complain that Uncle Sam does not support him in the way to which he is accustomed.—*New York Evening Sun.*

ONE of the world's hardest puzzles is why so many races that hate each other intensely happened to get crowded together at the southeastern corner of Europe.—*St. Louis Globe Democrat.*

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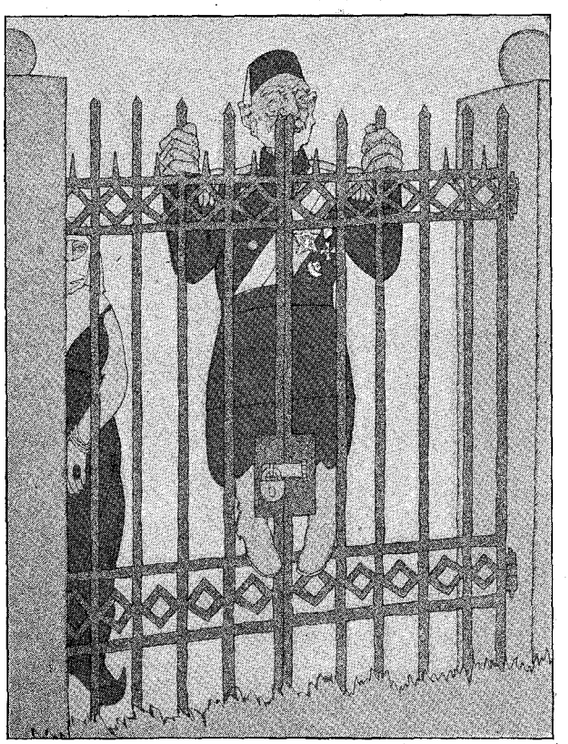
FOREIGN COMMENT

ADVISERS FOR TURKEY

THE EX-ALLIES might seem to need advice just now more than Turkey does, but Turkey is more in the mood to take it. The idea that Constantinople should import advisers from New York, Washington, Boston, or Chicago, where advice is plenty, was recently put forward by a Chilean statesman quoted in these pages, and may have caused some of our diplomats who are temporarily "at liberty" to assume an expectant attitude. Europe would consider this a comic-opera suggestion, however. Turkey is hemmed in by the net of foreign diplomacy, and it would take much more than the skill and daring of a second Shuster to deliver her from her friends of whatever European nationality. The Turk, according to the *Sabah* (Constantinople), must learn self-reliance. When a wise course is pointed out to him he must have the sense to see it and to follow it. He certainly needs foreign advisers, but it is scarcely necessary for him to cross the ocean to find them. Turkey has enjoyed the services of English, German, and French specialists, who have done their best in the reformation of navy, army, and national finance. But Turkey, like a sick man whose disease has pierced to the marrow, invariably relapses into her original lethargy, feebleness, and incapacity. To quote the argument put forth by this leading daily:



THE OLD-AGE PENSIONER.

ABDUL HAMID—"I also have lost battles; I also have lost provinces; I also borrowed; and I also murdered. Now what I would like to know is: Why did they imprison me?"
—*Ulk* (Berlin).

"We have till now had quite a few foreign specialists who have had the requisite good-will and other qualities needed to do good work. But we have not succeeded in getting into accord with them. And when, one after another, Gamble Pasha, Von der Goltz Pasha, and M. Laurent left our country, we have proved powerless to safeguard and preserve the foundations they laid with such difficulty. Little by little the old state of things, or nearly the same old state, has returned. In writing the above we merely wish to have it understood that in order to secure the application of reforms, it is not merely necessary to engage the greatest specialists in Europe, but it is also essential to authorize them to put into operation the principles which they think necessary for the betterment of the situation."

Feeble will-power in the Turk lies at the root of all his terrible difficulties and the national calamity which has recently befallen him. Such is the view of the matter exprest by Ahmed Aghaieff in a contribution to the principal reform organ in the Turkish capital, the *Jeune-Turc*, in which we read:

"The lack of will-power from which we suffer, as do also our statesmen, is indeed a fatal disease; it is bringing us into great peril. A characteristic sign of this weakness is the ease with which we get excited over vast plans, great ideas. But as soon as it comes to the execution, the realizing of these dreams, the employment of activity, we fall back powerless in the rut of irresolution, of routine, of sloth and idleness. This produces in all who do not know us the impression of ill-will, even of duplicity; the contradiction between our words and our deeds makes them think we make promises when we have determined beforehand not to carry out such promises."

Anatolia, usually known as Asia Minor, is suffering from Turkish dilatoriness, declares this writer. The reforms needed in Armenia and Arabia have been talked about, but never executed, and these "Provinces of the Dawn" are being recklessly sacrificed. Neither life nor property is being safeguarded for the inhabitants, who beg in vain for the protection of the central Government. To quote further:

"Are we waiting for new blows and new misfortunes before deciding to do something? Yet movements appearing in the eastern vilayets and in Syria and the intrigues from abroad connected therewith are serious enough to command our attention without a moment's delay. In certain towns of Europe are now assembled agitators who make a great deal of noise about the Armenian and Arab questions. Of course we know as well as they do that these persons do not represent the Arab or Armenian nationalities; those who have more right to this title do not approve of the action of those agitators; the real representatives of the Armenians ask only peace, tranquillity, the enforcement of law, security of life, honor, and property—in fine, the chance to live and work quietly.

"Do we not recognize the justice of these demands? Is all going well in our Eastern provinces? Have we not ourselves officially recognized the uneasiness that reigns there and the necessity of inding it, and have we not with this end in view decided to send there a special commission? Why have not the members of such a commission been appointed and dispatched?"

These reflections are echoed and indorsed by *The Orient* (Constantinople), a well informed paper edited for the information of non-Orientals resident in the East. *The Orient* says:

"The cogent remarks of the Turkish daily *Sabah* anent foreign specialists may be taken as representing the disappointment of the sober thinkers among Ottomans over the failure of the effort to graft Western methods on the venerable Ottoman system. The writer is refreshingly frank. Admiral Gamble tried his best to reform the Ottoman fleet; Gen. von der Goltz Pasha attempted the same task with the Army, with a little better success; and M. Laurent was called to wrestle with the problem of finance. Each in turn was met by that characteristic Turkish inertia which prefers to do the same old things in the same old way, and disdains foreign fads. It is true that of late we do not see crooked stovepipes, with tin cans tied to the elbows to catch the soot, sticking out of the portholes of the Ottoman ironclads, as the writer saw them fifteen years ago. And the soldiers have better uniforms; and some of the leaks in the Treasury tills have been stopt up. But the reforms accomplished have always been like pulling teeth; and at best they have most of them been superficial."

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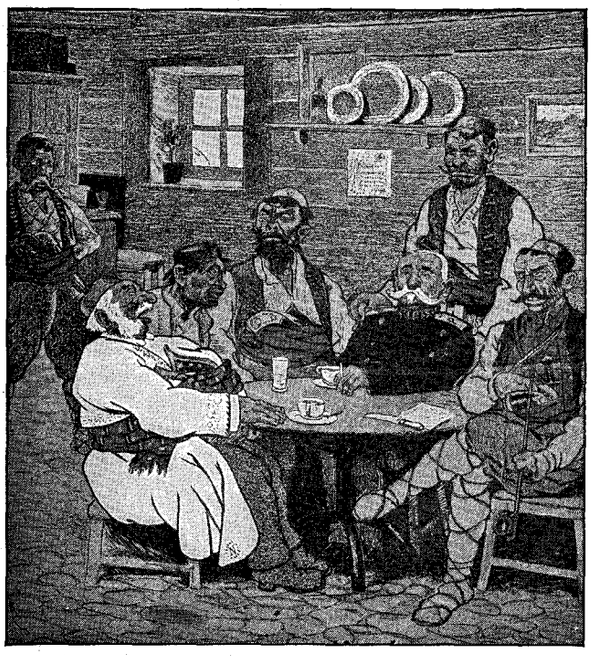
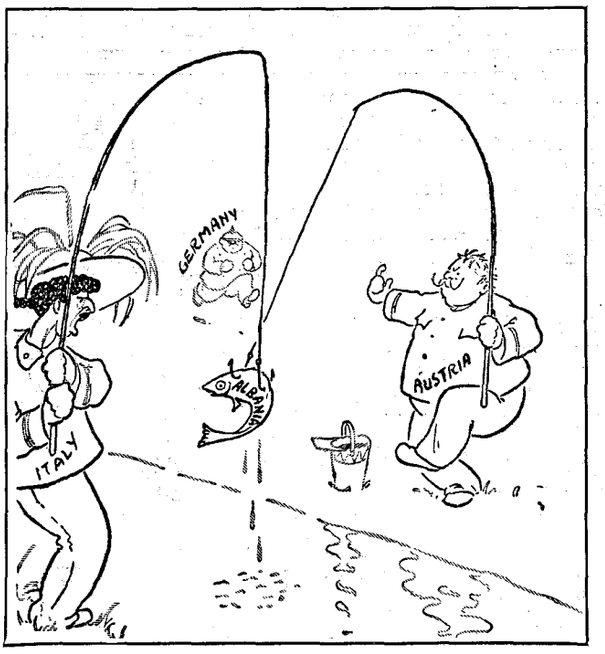


A DARK SCHEME.

CONSPIRATORS—"It is of no use to massacre the Albanians. Let's declare them Italians and they'll all skip to the United States." —*Wahre Jacob* (Stuttgart).



SUMMER SPORT.

"Call the Constable! He knows who is to have the head and who the tail!" —*Novoye Vremya* (St. Petersburg).

SOLVING THE ALBANIAN PROBLEM.

A CLUE TO MEXICAN ANARCHY

WAR SCARES have been encouraged in Europe, we are told, in the interest of the gun-makers, so that mercenary motives and not patriotism and the passion for glory stir the public pulse and send thousands to die. The soldier is the pawn which capitalism stakes in the game of commerce and the struggle for gain. This motive of avarice operates in a somewhat different way in Latin America. Generals and military leaders are the delinquents in Mexico, says the *Pais* (City of Mexico), which lets us into the situation there as follows:

"For some time past there has been a thought in the public mind, an observation that affords the clue, at least in part, to our chronic anarchy. Nobody, so far, has given utterance to this thought; but as the necessity is urgent, as the rebellion is spreading and assuming sinister proportions, as it has become absolutely necessary to realize peace, we will denounce the fact, holding it up to the eyes of the Government and the public in all its canaillesque magnitude.

"The revolution has been and continues to be a brilliant business proposition, an immense source of profit to many military chiefs. In the time of General Diaz, this was already so for some officers, who collected full pay for battalions and regiments when every one knew that the lists were padded with many fictitious names, and that if the officer claimed pay for a hundred, the actual number was, perhaps, seventy; and so, too, in the matter of fodder for horses, etc.—there was always something in every deal for the officer. And thus the War Department came to be a gold mine making many poor devils rich. So, when General Diaz thought that he had an army of more than twenty thousand men to fight the revolution of 1910, it turned out that he had only fourteen thousand, the remainder existing only on the pay-rolls.

"The profits of the business have multiplied a hundredfold of late, what with the plague of Zapatism and other 'isms' not less formidable and chronic."

There are some honest leaders in the Army, as this writer allows, but at present they are not the rule. The people demand peace and security, which can be had only by putting a stop to such abuses. To quote further:

"Naturally, there are honest officers, nay, some that are scrupulously honest in the handling of the funds entrusted to them, so that we do not make any charge against the Army as a whole, but only against some of its members; but the fact is common talk, and it would be worth while for the War Department to take note, and devise a prompt and efficacious remedy. For the matter has got to such a point that it can no longer be winked at, and no consideration of comradeship, not even the traditional Mexican compadrazgo, can be allowed to interfere. The community demands peace and security, and neither will be achieved as long as the revolution is or may be an occasion for graft among the military."

THROTTLING THE RUSSIAN PRESS

FREEDOM OF THE PRESS was granted to the people of Russia by the Czar's manifesto of October 17, 1905. The censorship was officially abolished, and pending the enactment of new laws relative to the press, "temporary rules" were introduced. These "temporary rules" placed the editors practically at the mercy of the gubernators and chiefs of police, who were empowered to fine them not more than 500 rubles or imprison them for not longer than three months for any article which seemed objectionable for some reason or other. No appeal could be had against their decisions. As a consequence, the Russian newspapers have been full of accounts of fines imposed, editors imprisoned, editions confiscated, and other forms of persecution of which the officials of the Czar only are capable. But notwithstanding all the persecution, the periodical press of Russia has grown in number as well as in influence all over the country, and become an important factor in the political life of Russia. The Government saw danger, and it is now making an effort to reduce the press to the position it formerly held. The Minister of the Interior has submitted to the Council of Ministers a Press Bill which is a frank step backward. It would revive the censorship and create new obstacles to the further growth of the press of Russia. The newspapers, with little exception, are unanimous in condemning the bill as reactionary and utterly inadequate. Mr. Menshikoff says in the *Novoye Vremya* (St. Petersburg):

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"The bill is not characterized by political statesmanship, common sense, or that worldly wisdom which constitutes the soul of any vital law. On the contrary, it breathes prejudice and unripe thought. . . . Underlying the bureaucratic psychology is a profound disrespect for the nation and a feeling of organic incompatibility of the authorities and the people. 'The state—we are it,' sincerely and uncompromisingly think 'the people of the 20th,' (so called because government officials in Russia receive their pay on the 20th of every month); 'we are the axis of the social crystallization, and all popular elements must adapt themselves to us, to our ways and customs.' What the so-called citizens need is a question of secondary importance: the citizen's need can wait for years, decades, centuries. The only thing that commands the respect of the Government is the interests of the bureaucratic caste. . . . . .

"I may be told: 'You are a journalist; you can not be the judge of your own case. It is perfectly natural that you should protest against a law which aims to limit your profession.' To this I will reply: How little one must be developed politically, to consider freedom of speech a professional right. In reality, it is a common civil right, which, like all elementary rights, must be held sacred by all the citizens. You may not exercise your right to-day, but you may have need of publicity to-morrow, a month, a year later, and at the critical moment you will feel to what extent the limitations put upon the press affect not a right alien to you, but your own. . . . Every literate and even semiliterate citizen who has something interesting and serious to tell the public comes with his message to the press and becomes for the moment a publicist. It is more than naive, it is insensate to think that the press is the province of the journalist, and is of no concern to any body else. The press is as much a public utility as the railroads, telegraph, school, church—and perhaps more."

THE HAGUE PEACE PALACE.
When the breath of battle blows,
Down the crazy structure goes.
—*Gazette de Hollande* (Amsterdam).

The *Svyet* (Conservative, St. Petersburg) condemns the measure in these words:

"Mr. Maklakoff's Press Bill, before appearing for the severe judgment of the Imperial Duma, has been made the subject of such vigorous discussion in interested and disinterested circles, literary, social, and parliamentary, as was hardly expected by the young and well-intentioned Minister of the Interior and his collaborators who helped to hatch the project. A ruthless condemnation of the bill by all its critics is almost general; voices in its defense are extremely rare. . . . But even the defenders are inspired not so much by the bill itself as by its good intentions. The bill itself has merited the disapproval of even Prince Meshtchersky of the *Grazhdanin*. That alone, it seems, is sufficient. . . . . .

HAPPY OUTCOME OF THE WAR ON TURKEY.
—*Wahre Jacob* (Stuttgart).

"The project is conscientiously worked out in a bureaucratic manner, but has remained apart from actual Russian life, from the real needs and legitimate demands of the Russian press, which has grown immensely during the last few years. We even dare to say—no matter how disagreeable that may be to the authors of the bill—that their labor is in ill accord with the needs and demands of the Russian state. . . . . .

"The chief weapon in the fight against the press consists, in substance, in the covert reestablishment of the censorship, which even in the years of its open existence did not always prevent the publication of works which afterward led to prosecution by the authorities. The obligation to submit at a certain hour before its appearance all printed matter will inconvenience all for the sake of checking the few, but will give no guaranty that those few will not find ways of evading the law. Besides, this side of the project is in flat contradiction to one of its principal aims—the desire to take from the administration the power to act at its discretion, to the great advantage of the law and the court."

RUSSIA'S JOB.
To bring the Slav brothers to their senses.
—*Fischietto* (Turin).

SKETCHES OF WAR AND PEACE.

It appears that the Russian press during their time of liberty have gained power enough to put up a really telling fight against a return to the shackles, and some predict that they will win and remain free. The Liberal *Dyen* (St. Petersburg) remarks that the bill "is only a project, and, better still, a project it will remain," for "no matter how pessimistically you may look upon the immediate future, you can't believe that we shall have to live and work in accordance with the paragraphs of this bill." The *St. Petersburger Zeitung*, too, believes that "under existing conditions it can never become a law."

The radical organs are still more severe in their criticisms. The *Ryetch* (St. Petersburg) observes that the bill has an "educational value," as it will "make the conservatives realize the true state of affairs."—*Translations made for* THE LITERARY DIGEST.

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AMERICANIZATION OF ENGLAND

LONDON and the British provinces "are rapidly becoming changed into adjuncts and suburbs of New York, Boston, and Chicago," says a writer in the London *Morning Chronicle*. American men and women swarm in the streets and market-places of the old mother country. They are distinct in face and dress, yet their sympathy, curiosity, and eager enthusiasm excite the interest and win the favor of the cockney or rustic natives. This author thus tells how he "places" Americans in Bow Street or on the Epsom Downs:

"There are 90 odd millions of Americans, and the business of placing them in their proper pigeon-hole is a fascinating employment, but also a baffling one.

"There can not, however, be much doubt about that sharp, ascetic, rather shriveled little woman with eyeglasses. She, surely, must hail from New England. And if you see an American girl with a buoyant freshness and elasticity of face, figure, and movement, you will probably not be far wrong in ascribing her to the South. When the freshness turns to gaucherie and the elasticity to something like a sprawl, the odds are that you are in the presence of Chicago. And when all is 'correct' and circumspect and subdued to an almost European neutrality, it is a fairly safe guess that New York stands before you.

"But perhaps, after all, the voices of our visitors are a better index than their dress and bearing. American women seem to look and dress so much alike, at all events when they are on their travels, and the fashions over there are so appallingly universal, that it is a desperate undertaking to try to infer their State from their appearance. But there is no mistaking the soft, slow Southern drawl, or the Chicago 'burr,' or the precision of Boston, or the celebrated Far Western nasal rasp, or the acidulated accents of New England, or the somewhat colorless and undistinguished clarity of New York."

Especially in London are the transatlantic strangers in evidence, and there the American flag flies as if over a conquered city. In fact,

"To be in London now is to have the chance of focusing the entire American Commonwealth. You find its citizens sitting in the stalls at the opera and the theater; fluttering through the best hotels and restaurants; monopolizing the Bloomsbury boarding-houses; promenading the Row indefatigably on the off-chance of snapshotting the King and Queen; overrunning the coaches and the motor-buses; 'doing' all the sights, Baedeker in hand; taking, in a word, all London, and most of England, under their artless patronage.

"And London, you may be sure, lays itself out for them. It seems to be almost a British axiom that the road to an American's pocket lies through his or her patriotism. The Stars and Stripes accordingly floats temptingly from all the largest shops, prices are marked in American as well as English money, sales are advertised 'specially for the convenience of American visitors,' and the most unmitigatedly English establishments blossom out into the quaintest devices for entrapping the dollar—vow that they sell 'American candy,' and will even experiment with some fantastic machine that calls itself an 'American soda-fountain.'"

Eighty per cent. of the visitors to the great literary shrines of Britain are Americans, we read, and their "annual invasion" "is rich in profit and amusement" both to themselves and their English cousins.

"But it is in the provinces, and not in London, that Americans really rule the roast; and it is the provinces, and especially the Midlands, the Stratford-on-Avon and Warwick part, that might fairly be described as American England. On the streets, at the hotels, along the fragrant and incomparable Warwickshire lanes, and more particularly and insistently at the show places, you get the same answer to the inevitable question: 'Eighty per cent. of our visitors are Americans.'

"I looked the other day at the register of the Red Horse Hotel, at Stratford-on-Avon, the famous old hostelry where Washington Irving stayed, and where there is a room wholly given up to memorials of him, and turned over 20 pages without finding more than half a dozen English names and addresses. All round me the streets were echoing to American feet, American voices, American enthusiasm. Indeed, the reverence with which Americans kneel at Shakespeare's shrine, and the guilelessness with which they fondle his 'relics,' would move even a German to pity. And no doubt the pockets of the good people of Stratford were rattling with American money.

"We are a very old people, we English, and very bored and callous; and these ingenuous Americans, with their eternal eagerness, and buoyancy, and questions, and their insatiable interest in all they see, break in upon our magnificent indifference with a primitive hoydenishness that is quite exhilarating. One gets from them the same sort of relief and diversion as is to be had from a romp in the nursery."

BIDS FOR AN AMERICAN ALLIANCE

GERMANY is looking with jealousy upon anything like a combination between England and the United States. General Bernhardi in his book, "Unsere Zukunft" (Our Future), strongly advocates a close connection between the United States and the German Government as against the predominance of England as a world Power. The General thinks that there are many elements of discontent and unrest in the British colonial possessions, and that Germany might take advantage of these in conjunction with the United States in wresting from Great Britain her scepter and sway over such vast areas of the civilized world. To quote the General's words:

"The United States of North America occupy a position of absolute independence. A distinct conflict of interests exists between them and England, firstly, because the United States are England's most dangerous competitor in the trade of the world, and especially in the trade with Eastern Asia; secondly, because the United States are determined not to submit to England's naval predominance in any case. The Dominion of Canada forms another point of friction between these two states.

"On the other hand, there are no material differences between the United States and Germany. It is true that the peaceful division of the world between England and the United States is conceivable. However, at present there are no indications of such an understanding. As matters are at present England would derive from a defeat of Germany an enormous increase in power, an increase which would be unfavorable to the interests of the United States. It follows, therefore, that the cooperation of the United States and Germany would be in the interests of both countries.

"It is to be borne in mind that in the English colonies, in India, South Africa, and Egypt, there are large quantities of explosive material. Therefore it seems by no means unthinkable that revolts and national risings might occur in those parts if England should be engaged in an unfortunate, or merely in a dangerous, war. These are circumstances which we Germans have to reckon, and it is our duty to make the best use of them."

But in *The Nineteenth Century and After*, Mr. J. Ellis Barker, the well-known journalist, laughs to scorn the idea of Germany and the United States allying themselves in an attack upon the integrity of the British Empire. Mr. Barker is of the opinion "that the German vote has been organized in the United States with a view to making mischief between the United States and Great Britain," but he argues that

"Reason and sentiment should teach the Anglo-Saxons throughout the world that cooperation between the United States and Great Britain is right and is necessary. There is such a thing as racial solidarity. This instinct has drawn the States of the American Union together. It is drawing together at present the states of the British Empire, and it should eventually draw together the British Empire and the United States. The time may come when the Anglo-Saxon nations will have to choose between the militarization of the world, accompanied by the loss in war of large portions of their possessions to an alien race, and an Anglo-American reunion which will save them from these evils. A great Anglo-Saxon commonwealth embracing the British Empire and the United States would be the greatest instrument of peace and progress which the world has ever seen. It would establish the peace, prosperity, and security of the Anglo-Saxon race for all time."

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PERFECT SPECIMENS FROM NEW YORK'S EAST SIDE.

Some of the babies who scored 1,000 points, showing perfect development, at a health contest at the University Settlement in New York City.

HUMAN STOCK SHOWS

THE NEW POPULARITY of the baby show, under various more or less scientific names, such as "Baby Health Contest," "Better Babies Show," etc., is grasped by Dr. Agnes Ditson, of Denver, Colo., as the opportunity for setting down in print an appeal for placing these contests under really scientific control. She believes that they are doing good, even as it is, but they involve obvious dangers that might be avoided. In particular, the examinations and tests are too apt to be crude and wide of essentials. In other words, our human stock shows are not at present conducted as systematically as those of horses or cattle. Dr. Ditson thinks it time for our medical associations to step in and at least offer cooperation and advice, which the promoters of these contests would generally be only too glad to accept. Dr. Ditson says her say in the columns of *The Journal of the American Medical Association* (Chicago, July 12), from which we make the following excerpts:

"The human stock show bears the same relation to race improvement that the live stock show bears to stock-breeding, and that the agricultural exhibit bears to scientific agriculture. It bridges the gap between scientific and practical eugenics and euthenics. It is of scientific value because of the statistics that may be collected. It is of practical value because it affords a means of instilling into the minds of the laity the fundamental principles of eugenics and euthenics.

"Most of the entries are children of intelligent parents. The baby is brought to the contest to win a prize. If he does not win it, he is more fortunate than if he does, because his parents then make anxious requests for his score-card to see in what he has been deficient and what can be done to remedy the defects. They also ask what can be done to prevent these defects in future offspring.

"They study euthenics exhibits, such as charts illustrating the relative mortality and morbidity of breast-fed and bottle-fed babies; artificial foods and their relative values; methods of modifying cow's milk; the sanitary care of milk; the model dairy; charts and statistics showing the relation of the house-fly to the infection of milk and to intestinal and other infectious diseases; the model nursery, illustrating proper lighting, heating, ventilating, sanitary and artistic furnishings, beds and bedding, clothing, toys, pets, playthings, games, occupations, books, etc.; the first-aid medicine cabinet; dietary, including suggestions for school luncheons for children of school age; clothing for school-children; books for their home library; toys, games, occupations; the model public playground, etc. They read the educational leaflets on all these subjects and on the training of the adolescent. They listen to lectures on allied subjects.

"They study eugenics exhibits, such as charts showing the transmission of insanity, feeble-mindedness, criminality, pauperism, alcoholism, blindness, deaf-mutism, tuberculosis, epilepsy, arthritis, heart-disease, genius, special talents, longevity, etc.; charts of special families, such as the Jukes, Kallikaks, tribe of Ishmael; statistics showing the hereditary and economic effects on the race of permitting and of restricting the propagation of the unfit, etc.; exhibits of rabbits, mice, guinea-pigs, and Andalusian fowls, demonstrating the different principles of heredity. They read leaflets on eugenics, and subsequently drain the libraries of literature on this subject.

"Through these vitally concrete things brought to focus on the parent's own child, through literature, charts, and demonstrations and through the press reviews, the general public is stimulated to study eugenics and euthenics; to awaken to the consciousness that, by its own course, it can largely shape its own destiny, and that what has been done to better the quality of animals can be done to better the quality of human beings by the intelligent application of the same biologic laws; to appreciate the economic value of intelligent control of propagation and environment conditions, and to substitute intelligent solicitude for the blindness that may be caused by parental love and pride. Young men and women are stimulated to consider heredity in choosing their mates. Children are stimulated to strive for mental and physical excellence."

So far, so good, Now for the other side of the shield. Firstly, the popularity of the shows and their prize-winning features are attracting all manner of promoters, advertisers, food manufacturers, etc., whose purposes are commercial and selfish. Under such management, the show becomes practically useless and sometimes pernicious; prizes are not fairly awarded, parents are not furnished with duplicate score-cards, and the information they obtain is not accurate and may be harmful. The writer goes on:

"Up to the present the movement has been fostered largely by women. Its scope has been confined to a basis of euthenics, and even that has been of the mothers' congress type, rather than of scientific standard. Their basis of examinations and

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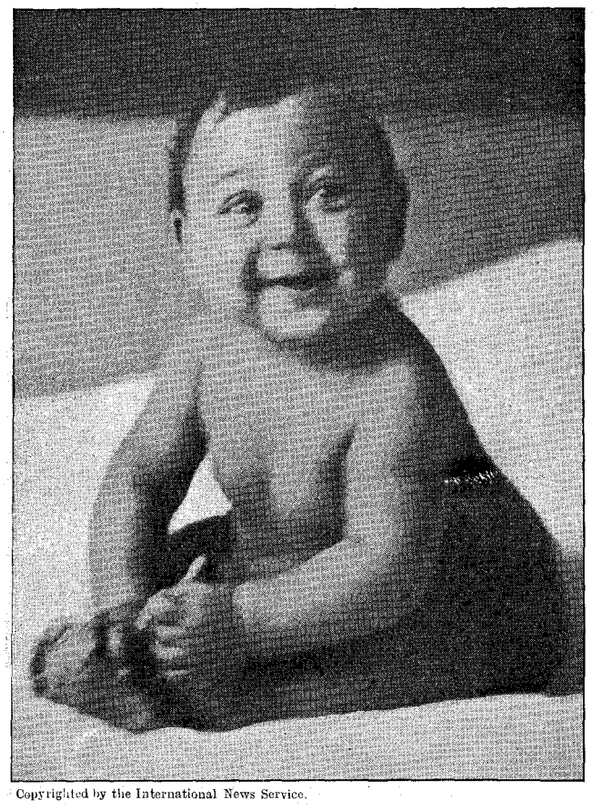
tests has been so crude and wide of the essentials as to bring ridicule. . . . . .

"It is time that the movement come under scientific control; that the foremost scientists and physicians cooperate to put it on a basis of world education toward the improvement of the race rather than public-health education among women. If human stock is to be judged it should be done on the highest possible scientific standards. It should finally come to be fostered by the Government as a matter of social economy; it would thus repeat the history of the child-welfare movement, now centered in the Child-Welfare Bureau at Washington, under the direction of Julia C. Lathrop. . . . . .

"The first step toward uniform action is the adoption of a better scoring system. The systems now in use have some serious faults. Definite figures are given for weight and measurement, whereas ratios are more important. Children of different race or geographic situation are of different stature, but the proportions remain practically the same with good development. For example, Western children are larger than Eastern. The relative values of various points is a matter of the greatest importance, and this has not yet been well worked out. The mental development should be tested with the greatest possible accuracy, and should be of equal value with the physical. In the forms in use, the metal development can be entirely canceled by a group of inconsequential anatomic defects."



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PERFECT, AND PROUD OF IT.

Dr. Ditson presents in some detail a system of scoring in use in Denver which she believes avoids these defects. In it the order of the examinations is arranged to suit the convenience of both the child and the examiner, groups are arranged with regard to time, and the items are all judged on the same basis, that is, 100 per cent. The relative values are taken care of by a system of grouping and averaging. In this way an exact record is kept of all points, but the anatomic defects, as such, receive a very low value, thus overcoming the difficulty mentioned above, while those which affect the efficiency of the individual receive a high value. Dr. Ditson tells us a committee of physicians of high standing has been organized to take this whole matter in hand.

MORE ABOUT ICE CAVES

ICE-CAVE LITERATURE is rapidly assuming formidable dimensions, but some of the fundamental facts seem not yet to be agreed upon. Every one appears to acknowledge that ice caves—caverns containing ice in summer—exist; but is this ice simply left over from the previous winter or does it actually keep on freezing during the summer? If the latter, is the cause stored cold from the previous winter or some kind of action by which cold is generated even in hot weather? Apparently all these views are held, and the facts necessary to decide among them have not yet been properly set forth and duly substantiated. In an illustrated article recently quoted in these columns Mr. Marlin O. Andrews asserted that he had clearly shown the accumulation of ice in summer, which he believed due to the winter chilling of the adjacent rocks, underground. In *Science* (New York, June 27), Mr. Andrews is called to account by Arthur M. Miller, of Kentucky State University, who holds that summer increase of the ice in these caves has never been satisfactorily shown. Says Mr. Miller:

"In the first place, it [the Andrews article] is calculated to convey the impression that such phenomena as he describes are exceedingly rare, whereas they are fairly common in middle latitudes—especially in limestone districts. In the second place, the explanation given of such phenomena is faulty.

"The writer of the above-mentioned article appears to have come to his subject rather poorly equipped as regards geological knowledge. . . . Was the shaft sunk on undisturbed strata or on talus accumulation? If on the latter, we appear to have here a case of 'talus ice accumulation,' of which there are many instances. There is at least one other of these in Pennsylvania, if I remember correctly. . . . . .

"If a seasonal reversal of underground air currents is to be invoked as an explanation, his diagrams introduced to illustrate this had better be inverted. Every 'freezing cave' that has been represented in vertical section shows the more remote recesses of the cave lower than the mouth, and the more nearly vertical the circulation of the air is in consequence of this, the better the conditions for ice accumulation.

"This may be illustrated by the conditions which prevail in a 'freezing cave' near Gap Creek, Wayne Co., Ky., visited in August, 1898, by the author of this criticism. The cave is in the nature of a vertical sink, the opening of which is situated on the top of a knob, called 'mountain' in that section. The top is about 1,260 feet above sea-level (220 above the drainage at the base). Descent into this cave was made by means of rough ladders. Various channels ramify from the main body of the sink, mainly downward. The 'mountain' which consists of Mammoth Cave limestone capped by a thin coping of Kaskaskia sandstone, appears to be honeycombed with subterranean passages.

"Into these passages the cold air tends to descend in winter and from them to rise in summer, due to changes in relative density conditions of the internal and external atmosphere. It appeared also to the writer (and this is the only contribution he wishes to offer to the explanation of ice caves) that the descent of the water through the underground passages during the winter when this region has its abundant rains would aid in the intake of cold air at the mouth of the sink somewhat after the manner of a Sprengle pump, and hence would contribute to the thorough refrigeration of the mountain, or knob. This agency would operate with little force in summer, when the stage of cave waters is low.

"We did not find that the inhabitants in the neighborhood of this Gap Creek ice cave attributed any of the accumulation of ice in it to the summer months, and while it is not impossible, in accordance with the theory usually advocated for the explanation of such accumulation, that it might continue after freezing temperatures had disappeared on the outside, there is no indication that this condition of affairs has persisted into the summer, either in the case of this or of any other genuine 'glaciere.' The result of all actual investigation thus far is in support of this negative. Mr. Andrews fails to offer any first-hand observation in favor of his contention, for by his own statement his visit was made to the 'ice mine' in the spring. His belief in summer accumulation still rests on hearsay evidence.

"In view of the fact that such phenomena as we have been

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here discussing are by no means uncommon (Balch in his work, 'Glacieres, or Freezing Caverns,' cited and quoted from by Mr. Andrews, lists some three hundred instances), it would appear that the subject is important enough to deserve treatment in our text-books on physical geography, where it would appropriately come up under the head of 'caverns.'"

Other descriptions of local ice caves have been sent to THE LITERARY DIGEST by subscribers, and apparently Balch's 300 instances, cited above, could be greatly multiplied by investigation.

ELECTRIC AID FOR THE FAT

PORTLY PERSONS whose hearts are too weak for the starvation treatment, and who can not bear violent muscular exercise, need not despair. The equivalent of a ten-mile run in a heavy sweater may now be furnished, without fatigue, by the application of appropriate electrical currents. These produce muscular contractions or convulsions that are said to be as effective in reducing flesh as actual physical exercise would be. Writing in *Cosmos* (Paris, June 5), Dr. Alfred Gradenwitz reminds us that most of the widely heralded obesity-cures are based on the fact that when the nutriment furnished to a man is not sufficient for his nutritive needs, the organism utilizes the reserve substances that it has accumulated. He goes on:

"And as underfeeding affects some persons so badly that the activity of the heart and the general state of the health suffer thereby, it is not always possible to employ this regimen. On the other hand, muscular exercise, which aids so effectively in cures of this kind, can not in general be insisted on with feeble persons or those suffering from over-development of the heart, from asthma, etc.

"Bergonié, in France, has recently obtained good results by applying to the obese electric currents that, by stimulating the muscles, oblige the patient to perform automatic muscular exercise, without fatigue. A German physician, Dr. Nagelschmidt, has had the Sanitas Company in Berlin build a special apparatus for applying a similar treatment in particularly favorable conditions and by means of a new form of alternating current.

"This apparatus is composed of a reclining-chair of strong wood, provided with insulated metallic surfaces which serve as electrodes to apply the current. At the back of the chair are fixt two electrodes which may be adapted to the shape of the patient's back, by turning two racks. The seat has also two electrodes, and two for the calves are disposed on adjustable boards where the feet rest. Two others may be applied to the abdomen and two to the thighs or chest, by means of supports set by the side of the long chair.

"All these electrodes are joined with a switchboard which enables them to be connected either to a positive or a negative pole by means of ten small commutators. The switchboard also bears a resistance that can be regulated for each electrode, and a general rheostat for the conductor that leads in the current.

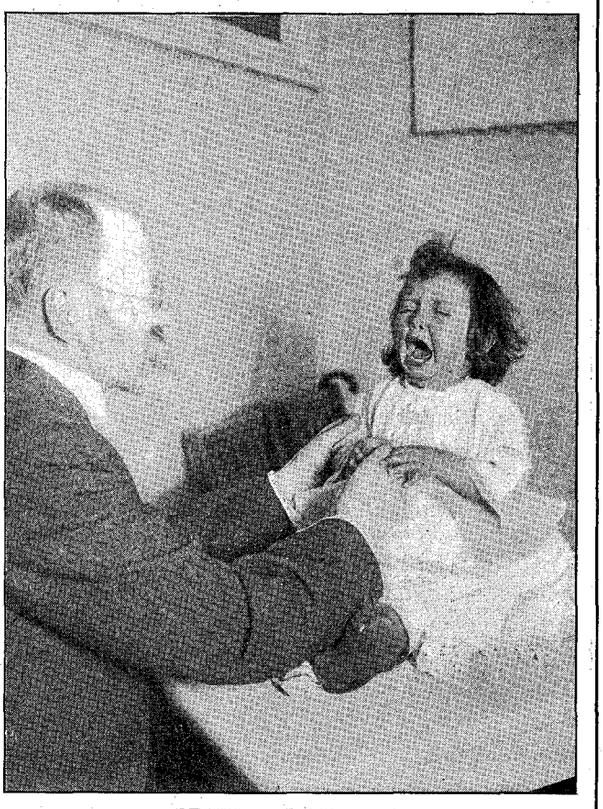
"A special commutator, operated by a small electric motor . . . serves to transform the primary current into an alternating current with a rapid series of impulses.

"This form of current, comparable in many ways with Ledue's intermittent current, makes it possible also to produce local, or even general, anesthesia. The commutator has two contacts that slide over the rim of a wheel having metallic segments connected with the source of continuous current; the simultaneous contact of two successive segments closes the current in alternate directions.

"The anesthetic effects of this form of current are always accompanied by powerful convulsive movements of certain muscles; the biceps becomes capable of raising automatically twenty pounds or more. When only muscular stimulation is required, as in the treatment of obesity, a very high frequency is used, corresponding to about 7,000 periods a minute. The muscular convulsions thus produced in the entire body are accompanied with no disagreeable sensations. In normal conditions, the patients, after treatment, feel particularly well and fit to do still more muscular work."—*Translation made for* THE LITERARY DIGEST.

A CLASSIC PROBLEM SOLVED

THE FAMOUS "problem of the three bodies," which has taxed the ingenuity of the greatest mathematical astronomers, and which three of the very best have pronounced insoluble, has finally, it is now announced, been solved by a Finnish astronomer, K. F. Sundman, of Helsingfors. His feat, closing as it does two centuries of hitherto fruitless



BEAUTY IN DISTRESS.

effort, will doubtless place his name among those of the giants of his branch of science—the Keplers, the Newtons, and the Leverriers. Says a writer in *Cosmos* (Paris, June 19):

"The statement of the problem is well known: three bodies attract one another according to Newton's law, that is to say, with forces proportional to the masses and inversely to the squares of the distances. It is supposed that the bodies are reduced to material points devoid of extension. The problem is to find what will be the movements of these three bodies—the paths described and the velocities at each point.

"The question, whose complexity is well known despite its apparent simplicity, could not be answered suddenly at a single stroke. Bosler says in *L'Astronomie* (June) that even the word 'solution' does not convey in this case so precise a meaning as in a problem of elementary geometry; and the profound study of the various circumstances that may present themselves—Mr. Sundman himself was the first to recognize the fact—offers enormous practical difficulties. It is none the less true that the theorems at which the Finnish scientist has arrived present that peculiar characteristic of clearness and of elegant generality that is usually considered decisive.

"It is along the path first blazed by Painlevé, continued by Levi-Civita and others—and let it be said, owing to the united efforts of all—that it has been possible to take so important a step. The means employed were apparently the directest and simplest. . . . The case studied is the most general; whatever the masses may be, the coordinates may be exprest in convergent series. It is noteworthy that to attain this end, it was necessary to replace time with a new variable, which the investigators of thirty years ago would not have dreamed of doing."—*Translation made for* THE LITERARY DIGEST.

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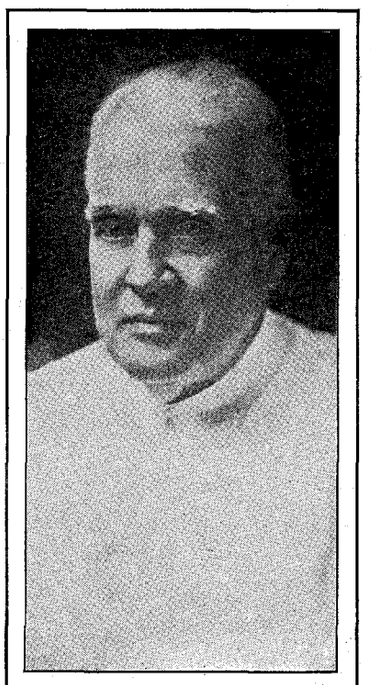
SHALL WE FLETCHERIZE?

THOSE WHO LIKE to chew their food "good and plenty" as recommended by the genial Horace Fletcher, and those who believe that the Fletcher regimen is a waste of muscular energy, may both find ammunition in *Health Culture* (New York, July). Dr. Grant Mitchell, a dentist, in an article entitled "Chew Your Food More," upholds the Fletcheristic doctrines, which are controverted by Dr. Elmer Lee in the same issue. Dr. Lee accuses Fletcherism of being an artificial fad, regarded with favor at present merely because it is in style. No animal, he says, chews its food to a finish. Human digestion is not essentially different from that of the animals, and we surely can not suffer injury by following their example. He proceeds:



HORACE FLETCHER.

"Fletcherism has headway and a large following; almost every person I know is a fletcherite. Fletcher himself is one to some extent. The last time I heard him speak he described how easy it was to make a meal on a spoonful of canned pork and beans by fletcherizing. Mr. Fletcher has a pleasant manner of speech that wins converts to his system faster than he can count them; most of them get the habit.

"There are some persons that fletcherize water, coffee, tea, and milk. I knew a convert who rose at five, to split kindling, build a fire, boil an egg, toast bread, boil coffee, and fletcherize an hour and a half before leaving for his work at seven. Child's caught the idea of spreading supermastication. Some one converted Child's to fletcherism. It lasted three weeks.

"Child's is a popular quick-lunch system with a hundred restaurants, most of them in the East. I am told they serve 100,000 persons a day in New York, except Sunday. One day I invited two children from the street to a meal in Child's; they ordered double portions of mashed potato and apple sauce, bread and butter, and water.

"On the table were a bill of fare and a bill of rules for fletcherizing. Child's discontinued the supermastication rules in three weeks. It nearly put them into bankruptcy. The eaters sat an hour on a sandwich and cup of coffee. Ten minutes is the limit of time on a ten-cent check. As a business proposition, 'much chewing' gave the cash drawer indigestion and heart failure. . . . . .

"I have associated with newthoughters, advanced newthoughters, eclectics, botanics, electropaths, radiopaths, homeopaths, osteopaths, chiropaths, hydropaths, mechanopaths, spondylopaths, napropaths, several other paths, and with Jew and Gentile. I like some of them. I do not know any one among them that is not in earnest. The least among them as well as the greatest has some one to praise him, also to remind him of his limitation. The systems themselves could be improved by a 'spring clean-up.'

"I never found any one who could manage my life or teach me as well as I could teach myself from daily experience and experiment. I was in fetters a long time. I bungled as other humans bungle. Dr. Mitchell thinks mastication and insalivation are important. I think so too. I believe in mastication, I do not believe in fletcherizing. Mastication is sufficient.

"The mouth is a hopper or receptacle for food. Teeth and tongue are the mixers and crushers. Saliva is composed of juice from parotid, submaxillary, and sublingual glands, and from numerous small mucous glands in the mouth. Saliva is a mixt juice, slightly alkaline and cloudy. Saliva is derived from blood; serum, albumen, and a ferment, ptyalin, are its important ingredients.

"Saliva in excess is called ptyalism, and is a disease. Ptyalism will cause soft, spongy gums and loss of teeth by decay and loosening. Mechanical ptyalism is fletcherism. Overmuch saliva will act as a purge of the blood, also overmuch intestinal juice will incline the intestine to diarrhea and weakness with shreds of mucus.

"Ptyalism is a serious disease. Fletcherism is artificial ptyalism, with too much saliva, and too much drain from the blood at the wrong place. Economy of saliva is important, excess will overdistend the stomach. . . . . .

"I regard fletcherism as unimportant, unnecessary, even harmful. Fletcher, like the late Dr. Dewey, took no account of quality, or what nature of food was best for man. It was anything as food and diet, as in the case of Mr. Fletcher's meal of pork and beans. Will any one say quality is unimportant? Will much munching add anything to food that is stale, unfit, and tainted? Fletcher's system was based on a hope that with salivary disinfection or saturation, it was permissible to disregard food form and quality. I tried it. It did not meet my expectation. I lived, so did my patients, some of them; many hoped as I did for benefit, and received little or nothing from fletcherizing.

"I saw my mistake and quit the super-food-chewing system. I devoted attention more and more to food quality than to mastication. The change was a gain to me and to my patients. I will not go on blundering forever. I will revise my ways. My plan is chew less and eat more, so long as food is fit, favorable, and agreeable. Fit and favorable food is such as is fresh and ripe, fresh from the field, orchard, garden, forest, and vineyard."

But Dr. Mitchell takes the opposite view, and tells us that, after years of experience, he is strong in the opinion that food should be thoroughly masticated and insalivated before swallowing. If the saliva be limited in quantity, or if it refuses to flow without excessive mastication, he regards it as an indication that the food is unfit, or that the stomach is in distress and unable to care for food, and should be given a rest. The advice to "eat more and chew less," he says, is not good. He goes on:

"The tendency to do that is already innate, and it carries with it a proneness to gluttony. Food not properly prepared in the mouth by mastication and insalivation will swell and enlarge its volume, developing discomfort, dilatation, and distortion of the stomach, causing the food to be retained too long, permitting fermentation and generation of gas and, in time, partially destroying the stomach and its function. For twenty-eight years I have practised dentistry. I believe that exercise is as essential for the health of teeth as it is for the promotion of the health of other structures. . . . The commonest food error of which mankind is guilty is in supporting the notion that 'stuffing' and 'strength' are synonyms; that a puffed paunch adds to endurance. Food, packed into the stomach, lends not one atom of strength and resistance more than the same food could afford while stored in the pantry.

"Digestion must be completed, absorption effected, and the abstracted nourishment carried to the lungs, there to be vitalized; then, even after that, distributed through the circulation to the parts needing nutrition before strength can be experienced from the ingested food. . . . . .

"Decay of the teeth is the result of failure to 'fletcherize' the food. When food is properly masticated—fletcherized, not merely until the jaws begin to weaken from overexertion, but chewed sufficiently to grind the food finely, softening and moistening it with the saliva, digesting its starch in the mouth, where it should be digested, there will be small trouble with the teeth.

"The eating process will of itself partake of the prophylactic function so ardently sought, but so seldom found, because drug stores don't sell that action. Mere brushing of the teeth and dentifrice will no more prevent dental caries than scrubbing the face will prevent pimples.

"Wholesome food, well chewed, is the doctrine of preventive dentistry. But do not forget the important coincidental, eat only when hunger—not appetite—calls for food. Select only those things which constitute food. And prepare it in the mouth so that it becomes food. And you are ready for initiation in the order of the modern Methuselahs."

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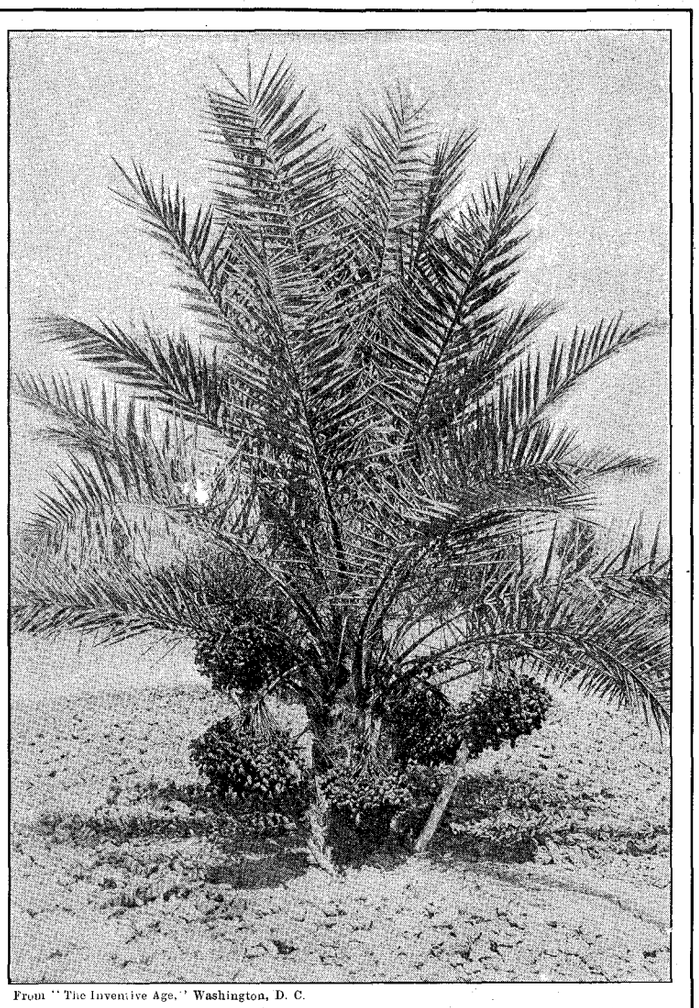
ARIZONA DATES TO RIVAL AFRICA'S

DATES GROWN in Arizona and ripened artificially are soon to become an important article of commerce in the United States, if we are to rely upon a leading article contributed to *The Inventive Age* (Washington, July) by Frank C. Perkins. The writer gives credit for his illustrations and data to Prof. George F. Freeman, plant-breeder of the Experimental Station at Tucson, Arizona, the inventor of the process of incubation now used for ripening the dates. Professor Freeman is quoted as saying that under the stimulus of this new process of ripening many of the farmers of Southern Arizona are planting considerable areas to the date-palm. We read on:

"About a decade ago the United States Department of Agriculture sent a large consignment of the choicest varieties of dates to Arizona, where they were planted and subsequently cared for by the Arizona Agricultural Experimental Station. Many of the 200 varieties of dates there growing have ripened and are of varying degrees of promise commercially. It is stated that the most valuable variety of all, however, the famous Deglet Noor, which in the Arabian language means 'the date of light,' has never yet ripened satisfactorily in this climate, because the summers, tho hot, are not long enough for the ripening process to become complete. The science and art of ripening the fruits have therefore been a subject of study by different members of the staff of the Arizona Experiment Station for years past. Dr. A. T. Vinson found that the ripening process was due to the action of certain ferments called enzymes, which, while the fruit is still unripe, are locked up in the cell contents of the growing dates. When the cells mature naturally, however, or are killed by heat, chemicals, or other means, the enzymes are released and become active, forming those substances which contribute to the flavor, aroma, and appearance of ripe dates.



From "The Inventive Age," Washington, D. C.

YOUNG DEGLET NOOR DATE-PALM IN SALT RIVER VALLEY, ARIZONA.

"In this way hot water, vinegar, gasoline, and a score or more of other substances were found to ripen dates artificially. Of these substances vinegar or acetic acid was found best suited for practical work, and by its proper use perfect commercial products were produced from many varieties. Nature, however, often prefers the simplest means to accomplish her most perfect results, and it remained for Prof. G. F. Freeman, by exposing the partly ripened Deglet Noor dates from the orchard to just the right degree of heat and moisture in an incubator, to turn out dates that rival those sold on the Paris market from the African Sahara. . . . . .

"The ovens and ripening-pans used are of interest. The oven was of zinc and had a double wall to prevent loss of heat. It was large enough to receive eighteen ripening-pans holding about five pounds each. Two other ovens were used, carrying about twenty-five pounds each. The total capacity of the plant was therefore about one hundred and fifty pounds. Flat granite-ware pudding-pans of five to eight pounds capacity were found most satisfactory.

"The influence of moisture is most important. The dates, after sorting, are washed to remove the dust and dirt which inevitably collect upon them They are then drained thoroughly before being put into ripening-pans. From poorly drained dates water is liable to collect in the bottom of the pans and cause contact of the skin, and souring or stickiness of the finished product. Unless the dates are already shrunken, five or six hours' contact with free water will cause the skin to break on many of the fruits.

"It is held that in a commercial plant it would probably be best to dry the washed dates for a few hours on wire drying-racks in an oven. The temperature should be about 40 degrees C., with free air circulation. When there is no moisture left on the exterior of the dates they are ready for the ripening-pans. . . . . .

"The chemical study of this process is of special interest. The artificially ripened Deglet Noor date is decidedly a different product from that which naturally ripens on the tree. The former is an invert sugar date, while the latter, as has long been recognized, contains principally cane sugar.

"The University of Arizona is to be congratulated on the work done by its agricultural experiment station in developing this new process of ripening dates by incubation."

TELEGRAPH TROUBLES IN SALT DESERTS—It has been found especially difficult to insulate telegraph wires in salty desert regions. Salt water or mud is a good conductor of electricity. *The Electrical Review and Western Electrician* (Chicago, June 21) tells of an interesting case:

"Some years ago the Postal Telegraph-Cable Company extended lines from Wendover, Utah, through a peculiar stretch of ground which in wet season is covered with a salty mud, but in dry season becomes very dusty. The insulators used were the standard . . . design . . . but in this particular locality some trouble from short-circuiting developed after the melting of a heavy snow.

"Careful investigation showed that during the dusty season enough salty dust had collected upon the insulators to form a thin coating, which when later mixt with the melting snow had formed a salt solution of high conductivity. It was found that the dust coating was easily parted from the glass insulator surface, but the shape of the insulator rendered some of the surface inaccessible. Recent tests made on insulators . . . have resulted in the adoption in the affected locality of a new type of Brookfield insulator. This new design has, first, a large and comparatively flat surface which can be cleaned conveniently; second, two large protected interior areas, and third, a very deep inner petticoat which makes an extremely long path for the current from any point to the pin."

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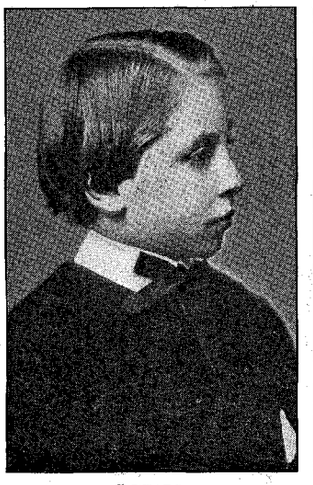
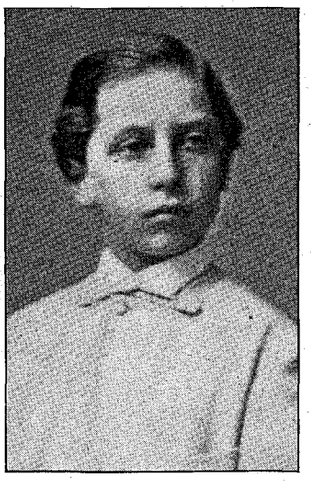
LETTERS AND ART

AT 1 YEAR.



5 YEARS.



11 YEARS.

15 YEARS.

WILLIAM II. AS IMPRESARIO

WE ARE ALL AWARE that the German Kaiser combines in himself many functions besides that of ruler and father of his people. As a preacher he occasionally holds forth with the unction of one bred in the cloth. He has turned his hand to art and duly exhibited his handiwork. A recent number of *Das Theater* (Berlin) exhibits him as a Frohman and a Hammerstein combined, with the indefatigable qualities of one and the munificence of the other. He pays all expenses of the royal theaters, and cheerfully makes up deficits from his private purse. Berlin pays only for alterations to the buildings, and even this work the Kaiser personally undertook on one notable occasion. After the Iroquois Theater fire in Chicago, when so many lives were lost, he paid for the installation of fire-escapes in the royal theaters. The magnitude of his theatrical enterprises entitles the Kaiser's to be regarded as the largest theatrical management in existence. These interesting details, published in *Das Theater*, give an idea of the extent of this side of his activities:

"A body of over a hundred scene-shifters, many master stage-carpenters, and those directly under them, set the scenes, take charge of the scenery, and care for its transportation. No scenery is kept in the theaters. That needed for the evening performance is brought in the morning, when what was used the night before is taken away. In the storage buildings are 200 rooms for the set pieces and 420 for the properties.

"Thirty-five skilled workmen—painters, sculptors, wall-paperers, turners, cabinet-makers, makers of artificial flowers—are employed in the workrooms where the properties are made, all under control and direction of a head scene-painter. With few exceptions, all furniture, statues, musical instruments for the stage, household implements, books, flags, carpets, etc., are made in the shops.

"The making of the costumes is under the direction of a wardrobe director, his assistant and staff of designers. On an average, 800 costumes and 11,000 parts of costumes are made yearly, in the tailor-, saddlery-, shoe-, and fur work-shops. Each costume is numbered, and the 143,000 pieces, enrolled in 96 ledgers and 100-day books, are cared for by 2 head costumers, 5 armorers, 103 keepers of the wardrobe and dressers, male and female. Nine skilled hair-dressers see that the hair is correctly drest.

20 YEARS.

28 YEARS.

40 YEARS.

54 YEARS.

THE PAGEANT OF WILLIAM II. OF GERMANY

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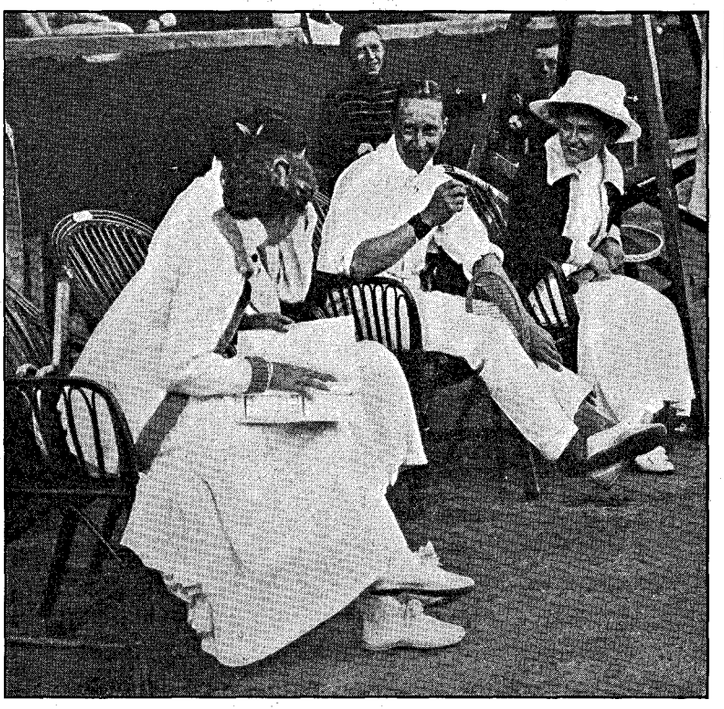
"The scenery, properties, and costumes, which are intrusted to the so-called technical personnel, represent a value of 8,000,000 marks.

"The cleaning, heating, and lighting of the houses proper are under the direct care of 3 police inspectors. The architect of the Royal Theaters sees to it that the buildings are kept in repair.

"In the library are over 30,000 volumes, 5,000 engravings and pictures, and about 100 bundles of manuscripts from Goethe Schiller, Weber, Wagner, Meyerbeer. Under the head librarian is an assistant—a copying clerk, with many helpers, whose duty it is to copy, distribute, and collect the parts from singers and actors. A bookbinder is included on this staff."

The working force of the Royal Theaters, continues this writer, consists of 8 producers, stage-managers, and readers of plays for production, 5 leaders of the orchestra, 21 singers (male), 21 singers (female), 27 actors, 16 actresses, 14 inspectors and prompters, 111 members of the opera chorus, 34 regularly employed "supers" and singers in the theater, 160 members of the orchestra, 32 solo dancers, 52 members of the corps de ballet, and 62 in the preparatory class. In all, 1,220 souls. This does not include the so-called technical personnel, the extra musicians and "supers" or the 70 clerks and secretaries employed in the administration offices. The business which, in America, is notoriously the least well organized of any where such large sums of money are involved might learn many new things from the systematic working of the Kaiser's theaters. We read further:



THE CROWN PRINCE AT RELAXATION.

The Prince likes "The Merry Widow" but not Hauptmann's anniversary play, and has precipitated a political mêlée by getting it withdrawn.

"The ticket-sellers must also be mentioned. A special office is needed for the distribution of the 'free tickets.' Members of the Court, magistracy, officers stationed in Berlin and Potsdam, members of the Royal Theaters, and those connected with the 'general direction' are entitled to free tickets, a certain number of which are given for each performance. The voucher for each person who has used a free ticket is looked up and proved in the box-office during the performance. All receipts of the performances are sent in to the main office, which resembles an important banking-house, with a yearly business of 12,000,000 marks.

"A general director, appointed by the Emperor, is at the head of the entire organization. The position requires a man of both artistic and administrative ability. At present this difficult and responsible position is most capably filled by Graf Georg von Hülsen-Haeseler.

"The Emperor, who takes a keen interest in his players, often attends unannounced when a favorite play or opera is being given. The players who have particularly pleased him are summoned to the royal box during the intermission and are thanked for their performance. The Emperor finds time, now and then, in the midst of his many, many duties to attend a full-dress rehearsal. He sits in the middle of the parquet and has about him a group of those responsible for the various divisions of the work represented on the stage. He has a keen insight for all detail, and his observations are very sharp. The players have a high regard for his criticisms, and when he is present at a rehearsal the air behind the curtain is more highly charged than when a thousand critical listeners are in the house."

THE CROWN PRINCE AS DRAMATIC CRITIC

IF THE EMPEROR of Germany is an impresario, it seems that the Crown Prince is a dramatic critic. He didn't like Hauptmann's centenary play, which was written for the Breslau celebration of the uprising against Napoleon. Breslau, the capital of Silesia, claims to be the cradle of this event of 1812; and, as part of the centennial exposition, commissioned Max Reinhardt to produce a "fest spiel," and he in turn commissioned Gerhart Hauptmann to write it. Hauptmann, starting his literary career with the Socialistic drama, "The Weavers," has always been more of an Independent German than a Hohenzollern devotee, and he naturally took no pains to write something that would please a Crown Prince who is said to admire "The Merry Widow." The piece got itself enacted ten times, however, before the Prince happened to come to Breslau to see it. Then it suddenly stopt, with impending consequences that are reported to be gravely "political." The correspondent of the New York *Evening Post* gives this outline of Hauptmann's work:

"He produced a kind of puppet play, written in 'German rimes,' a roughshod measure, that sometimes ambles and sometimes jogs and sometimes leaps, and is generally disappointing to an ear attuned to the facile rhythms of most German poetry. He begins with an explanatory dialog between the *Director*, who is aged, wears star-sown garments, and is spoken of as the ruler and disposer of events on the stage of the world, and *Philistiades*, a winged youth, who carries out the stage directions. These two introduce the puppets to the audience—*Napoleon*, *Frederick the Great*, *Talleyrand*, *Hegel*, *Jahn*, *Von Stein*, *Gneisenau*, *Scharnhorst*, *Blücher*, *Fichte*, *Kleist*, the poet, the *Pythia*, a fury, *John Bull*, and so forth.

"We are told that the tremendous drama of 1813 is to be enacted before us. The King of Prussia and the Czar of Russia should have parts therein, but it is dangerous to show such great people on the stage, so they will be left out. We see the drama as a spectator in another planet, seeing all parts of it simultaneously, might see and epitomize it. The single events are too numerous to be shown. Hauptmann, therefore, gives us the collective meaning of them as he apprehends it. We see Paris during the Terror. *Napoleon*, a beautiful child playing with a ball (the earth which will one day be his plaything), tells the blood-dripping September mob how their revolution will end. The next scene depicts the state of Germany at the revolution. A carnival procession passes across the stage with a straw figure of a Holy Roman Emperor with crown and scepter in the center. In front of his car is the Imperial eagle, chained, and showing signs of much ill usage. A rout of princes, prelates, jurists, and pedants dance around the car, mocking the sham which the successors of Charlemagne have become.

"They are just beginning to torment the eagle afresh when the shade of the great Frederick arrives and scatters them with the historic crutch-handled stick. *Napoleon* appears, and

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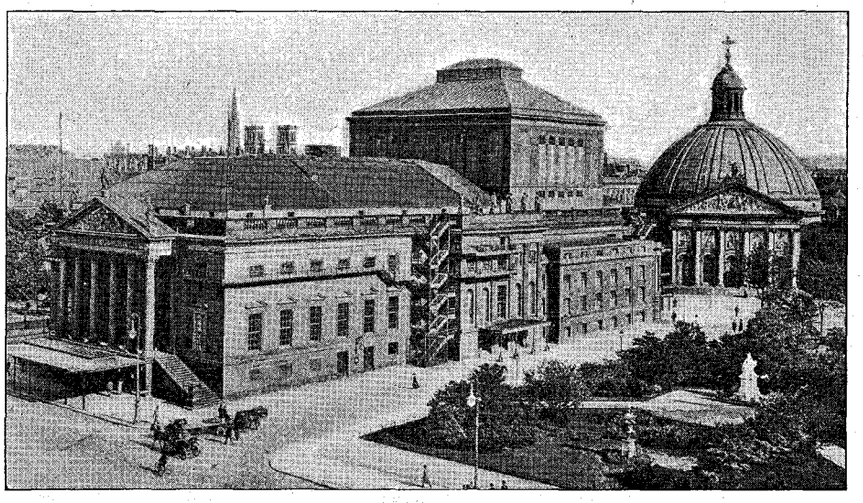
explains himself and his business in Germany. Then in succession we see the fathers of the rising, appealing in Hauptmannesque manner to the people to rise and forge their destinies for themselves. The elderly and well-drest sneer and threaten the orators with the police. The young are stirred to divine fury. *Jahn* appeals for German unity. *Stein*, *Gneisenau*, and *Scharnhorst* appear at his side, and urge the thoughts which agitated the mind of Germany at the time. *Kleist* sighs for the blood of the Corsican. *John Bull* comes with money-bags, and offers an alliance in execrable German. A fury sweeps across the stage telling of war and devastation. *Fichte* lectures—perhaps the finest passage of the play. *Blücher*, *Napoleon*, and others come and go. The fury reappears. This time her message is of most tremendous war. The earth shakes. *Napoleon* is at Moscow.



THE KAISER'S BERLIN OPERA-HOUSE,
Where he put up fire-escapes after the fatal Iroquois fire in Chicago.

"Then another note is struck. German mothers besiege a regimental office, where commissaries give the names of those killed in Russia. One will not be comforted because of her son drowned in the Beresina. Suddenly she turns into *Germania* herself. Her sons flock round her. There is more war, and then *Germania* is left enthroned, radiant, prophesying an age without war. The play concludes on the word of Marshal Blücher, 'Forward,' tho Hauptmann gives it another meaning."

The correspondent suspects that "most of the audiences found it secretly rather dull, but the Crown Prince wasn't to pretend":

"He disliked it. It was no picture of the great year as cavalry officers imagine it. He found it wanting in patriotic feeling and inspiration. Immediately afterward an agitation began against the Hauptmann play. The Silesian nobility started it, with the support of the veterans' association and the conservative press. Soon the Pangermans and the hyperpatriots all over the country were up in arms. No German-thinking, German-feeling man, it was declared, could endure such a blasphemous parody of a great national upheaval. The whole was a compost of irreligion, disloyalty, Socialism, and bad verse. As literature it was contemptible, as a patriotic object-lesson it was an insult to the German people.

"Hauptmann took no notice of the attacks, and the town authorities seemed to be indifferent, too. Meanwhile came the Emperor's jubilee. On the first jubilee day the burgomaster of Breslau was received with the other representatives of Prussian cities. It is improbable that the Emperor said anything to him at the reception, but during the official's stay in Berlin it is clear that pressure from high quarters was brought to bear upon him; for immediately after the jubilee it was announced that the remaining four performances of the Hauptmann play were canceled. The burgomaster's explanation was that the municipality had nothing to say about the literary or other qualities of Hauptmann's work, but could not have their exposition made the center of a particularly unpleasant press polemic."

There is a lovely battle on just now, according to this reporter:

"The clerical and reactionary press assail Hauptmann in daily articles dictated by an incredible spite and meanness. For the clericals, let it be said in fairness that Hauptmann, who is a strong opponent of the ultramontane influence which is to-day so strong in Germany, says things about the Catholic Church in this play which are unjust and unwise, and out of place in a work intended for presentation before audiences of all creeds. For the charge of antipatriotism there is no excuse. Hauptmann, in a telegram to the Goethe Association of Breslau, has said plainly what he thinks. He wrote: 'I can not make up my mind to come to Breslau in a moment when cowardly, creeping, hypocritical informers have dealt a murderous blow at me there, in the heart of my native land.'

"From literary and learned bodies throughout Germany Hauptmann has received assurances of support which will doubtless console him for the attacks. At a crowded meeting in Berlin, Herr Ablass, the radical Reichstag deputy, said bluntly that altho the Crown Prince did not like Hauptmann's work, he had been four times to see 'The Merry Widow.' The Prince's fondness for the lighter forms of opera is a source of constant inspiration to the journalistic humorists here. The Crown Prince, added Herr Ablass, had threatened to withdraw his patronage of the exposition, but the play was not written for Hohenzollerns, but for the German people.

"Once more the hyperpatriots have succeeded in making themselves and their country look ridiculous. Hauptmann will obviously gain by the whole business. There may be two opinions as to whether his play was the thing required for the occasion. The reactionaries in their anger have given it its best chance of surviving."

THE RIVAL "DIXIES"

WHEN DISSATISFACTION was rife a few years ago with "America" as our national anthem, no less a person than Colonel Roosevelt, so the newspapers averred, suggested "Dixie" as a substitute. It was not then mentioned what version of "Dixie" he would have chosen, nor, indeed, may he have been aware of the rival versions which the Kansas City *Star* has lately unearthed relative to the playing of the "hymn" on the battle-field of Gettysburg during the reunion on the fiftieth anniversary. "Dixie" makes people sit up and applaud whenever it is played or sung, yet *The Star* is probably right in saying that "few know to-day its history or even the words of the song." Consequently this paper proceeds to lighten our darkness:

"It was written on a rainy Sunday afternoon in New York City before the war, and its composer was not a Southerner, but was old Dan Emmett—Daniel Decatur Emmett, who was born in Mount Vernon, O., October 29, 1815, is well remembered as a minstrel by Indiana people, and who died at Mount Vernon, O., June 28, 1904. Dan was one of the first 'negro minstrels,' and even the late generations remember him well as not a bad one in the heyday of minstrelsy, when he made his last trips over the country with modern minstrels.

"The song as written and sung by Emmett in the North was only a 'negro melody.' Its first real use in the South was on February 18, 1861, at the inauguration of Jefferson Davis as President of the Confederacy, which was at Montgomery. Herman Arnold, bandmaster, was called on to arrange the musical program. He consulted a pretty girl, whose name the historians have been unable to trace. She suggested that he include 'Dixie,' which had recently been sung on the stage at Montgomery, because it was a 'pretty, catchy air.' Arnold got the piece, and when Davis started from the old Exchange

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Hotel to the capitol to take the oath of office, Arnold's band led off the procession with 'Dixie.' The Northerner's negro melody from that moment became one of the great assets of the South—for it was all that in inspiration during the war.

"Gen. Albert Pike tried to work over its wording and make it the South's national song, but his pretentious version is seldom sung these days. His chorus ran:

For Dixie's land we'll take our stand,
And live and die for Dixie!
To arms! To arms!
And conquer peace for Dixie.
To arms! To arms!
And conquer peace for Dixie.

"But when we hum or sing the old air we almost invariably go back to the plebeian negro melody as Dan wrote it:

Den I wish I was in Dixie,
Hooray! Horray!
In Dixie's land we'll take our stand,
To lib and die in Dixie.
Away, away, away down South in Dixie.
Away, away, away down South in Dixie.

"There has been confusion as to the original wording of the song. The one authority was Emmett himself. He left the record behind, and in 1895, S. A. Cunningham, editor of the *Confederate Veteran*, obtained the original and has a photographic copy of the song. It was given to him by Emmett himself. The words are:

I wish I was in de land of cotton,
'Simmon seed and sandy bottom.
Look away, look away, away,
Dixie land.
In Dixie land, where I was born in,
Early on one frosty mornin'.
Look away, look away, away,
Dixie land.

Chorus—

Den I wish I was in Dixie.
Hooray! Hooray!
In Dixie's land we'll take our stand,
To lib and die in Dixie.
Away, away, away down South in Dixie.
Away, away, away down South in Dixie.

Old missus marry Will de Weaber,
William was a gay deceaber;
Look away, look away, away,
Dixie land.
When he put his arm around 'er
He look as fierce as a forty-pounder,
Look away, look away, away, Dixie land.

Chorus—

His face was like a butcher's cleaber,
But dat did not seem to greeb 'er;
Look away, look away, away, Dixie land.
Will run away, missus took a decline, o'
Her face was de color ob bacon rhine, o',
Look away, look away, away, Dixie land.

Chorus—

While missus libbed she libbed in clober,
When she died she died all ober,
Look away, look away, away, Dixie land.
How could she act such a foolish part, o'
And marry a man to break her heart, o',
Look away, look away, away, Dixie land.

Chorus—

Buckwheat cakes an' stony batter,
Makes you fat or a little fatter;
Look away, look away, away, Dixie land.
Here's a health to de next ol' missus,
An' de gals dat wants to kiss us,
Look away, look away, away, Dixie land.

Chorus—

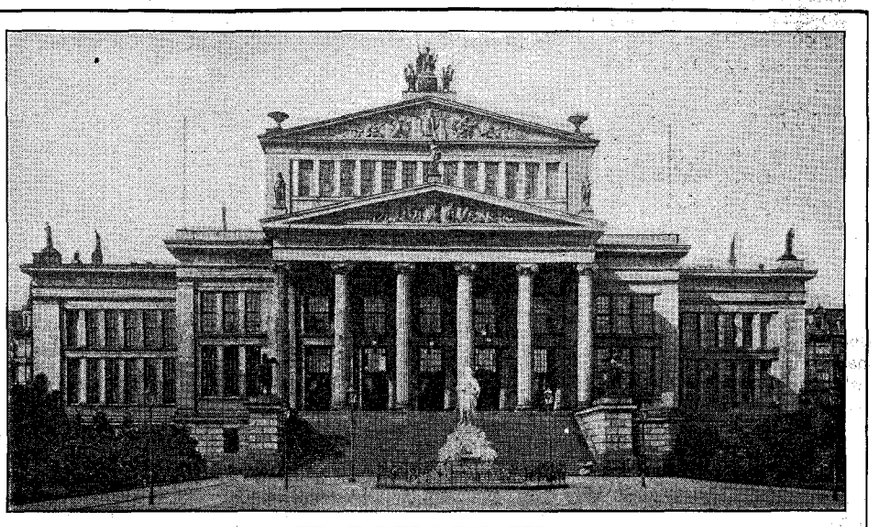
Now if you want to drive 'way sorrow,
Come an' hear dis song to-morrow;
Look away, look away, away, Dixie land.
Den hoe it down an' scratch your grabble,
To Dixie land I'm bound to trabble,
Look away, look away, away, Dixie land.

"Pike's words were pitched in a high inspirational key, and were aimed to divest the old negro melody of its evidently plebeian origin. The first stanza of General Pike's wording indicates the general character of his change:

Southrons, hear your country call you!
Up! lest worse than death befall you!
To arms! to arms! to arms in Dixie!
Lo! all the beacon fires are lighted,
Let all hearts be now united!
To arms! to arms! to arms in Dixie!
Advance to the flag of Dixie!

"The chorus followed as given above."

THE HUMAN FIGURE IN PREHISTORIC ART—While remarkable painted figures of animals have been discovered recently on the walls of European caverns, as noticed in these columns, no equally good representations of the human form have been found there, and, in fact, very few human images of any kind. Professor Capitan, of the College of France, who writes in the *Revue Scientifique* (Paris, June 7), believes that the representation of men and women was forbidden by the religion of these prehistoric artists, and that in the few cases found the rude and grotesque faces portrayed are those of masks, worn for ritual purposes. It has already been suggested that all the animal paintings were made with some religious motive. Professor Capitan takes for his text two small human figures, of a man and a woman, lately discovered. He says:



THE KAISER'S THEATER.
The second of the twin houses where the Emperor controls music and drama.

"While the figures of animals collected at the same time are, as we have seen, of a skilful, precise, and very lively art, these two human images are gross, unskilful, and of a maladroit technic that contrasts strangely with that of the animal figures. This is the general rule with much of primitive art, for example, in Assyria.

"It is very difficult to give a satisfactory explanation of this. It may simply be asserted that amid quaternary works of art, compared with animal figures, human figures are extremely rare. Primitive artists evidently had no skill in this direction. On the other hand, it would appear probable that there was some sort of interdiction upon the reproduction of the human figure. It may have been tabooed, as in Arab art.

"In fact, we have long noted that when human beings are pictured on the walls of decorated grottoes (which is extremely rare), they have an absolutely odd effect, like caricatures. The hypothesis has already been put forth that as the representation of the human face was forbidden, we have here pictures of masked men, as seen both in nature and in images to-day among many half-savage races.

"Now the figures under discussion give us ample proof of this. There is on one side the figure of a woman whose face appears to be uncovered, but on the other, her husband, with long nose and beard, holds before his face a mask very accurately represented."—*Translation made for* THE LITERARY DIGEST.

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RELIGION AND SOCIAL SERVICE

A NEW SECT IN AN OLD TEMPLE

A SECT CALLED the "Sons of Men," said to be of Tibetan origin, has been worshiping since 1906 in the prehistoric stone-circle of Stonehenge, England, generally believed to be a temple of the sun. This fact is thought by some archeologists to corroborate the solar-temple hypothesis of Sir Norman Lockyer, the day of the summer solstice having been chosen by the new sect to pay their homage to the great luminary. The services held by the Sons of Men at Stonehenge are thus described by V. Forbin in *La Nature* (Paris, June 21):

"If we are exactly informed, it was for the first time in 1906, on June 22, that a group of five or six Asiatics were surprized by soldiers engaged in maneuvers on Salisbury Plain, while, prostrate beneath the triliths, they recited mysterious litanies in their own language.

"The incident found no mention in the press. But the pilgrims returned in larger numbers year after year, always on June 21 or 22. This persistence finally attracted public attention and that of the papers, whose reporters ascertained the following facts:

"These pilgrims, Hindus, Arabs, and Persians, belonged to a religion of relatively recent origin, whose name may be translated — 'The Universal League of the Sons of Men.' Founded, apparently, in Tibet, it has made rapid progress among the upper classes in Asia, notably in India, Arabia, and Persia; and it already has numerous adherents in Europe. In England it is profest by two or three thousand persons, who meet to pray in several houses, transformed into temples; among them two in London, one in Manchester, and one in Liverpool.

"In 1912 *The Daily Mirror* sent one of its best staff photographers to take pictures of the strange ceremonies at Stonehenge, some of which are reproduced herewith.

"As generally understood, the Sons of Men have selected the summer solstice for their sun-worship. The pilgrims were led by priests called the 'Sacred Five,' who were clad in ample robes of purple, covered in part with white and gold surplices, and wore strange turbans on their heads. Among them, two were clearly Englishmen.

"The assemblage met at the stones before dawn. While awaiting the sunrise, men and women remained prostrate before the great altar-stone, reciting prayers, each in his own tongue. The translation of one of them is as follows:

"'I believe that Nature is the reflected majesty of the powers, and above all of the Omnipotent Power behind the Great Whole.

"'Believing in the Omnipotent Power, I believe in the great conception of the Infinite called Allah, Universal Majesty and Truth, and Infinite Love, who dwells in our heart. I believe in the growth of all things toward good, and also in the intentional evolution of all things toward the better, and toward the best. . . .'

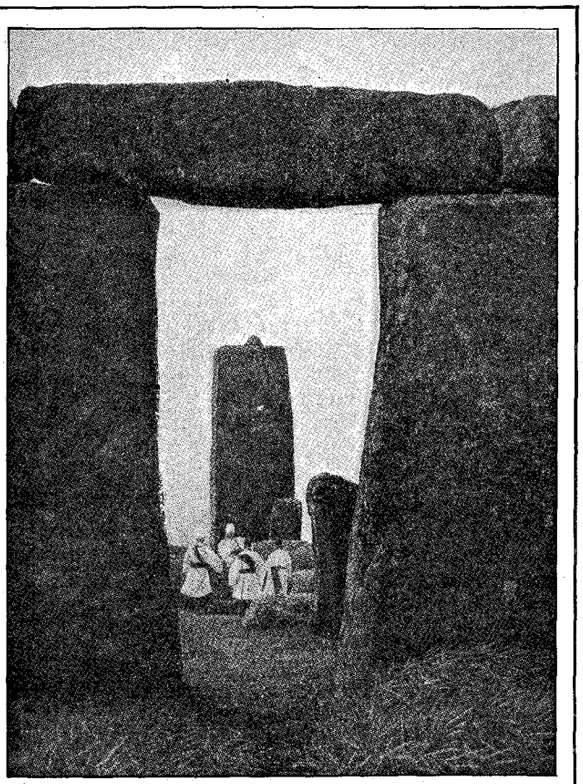
"When the first rays of the sun finally gilded the front of the monumental triliths, the chief of the Sacred Five asked in a loud voice:

"'Brothers, know ye wherefore we are met at this time in this sacred enclosure?'

"And the faithful answered solemnly:

"'To proclaim our recognition of the power of Allah, universal Majesty and Truth, and Infinite Love, according to the commandments of the Sacred Five, the Great Souls, angelic messengers of Allah to the Sons of Men.'

"The ceremony was kept up until sunset, during which time neither the priests nor the faithful seemed to be at all disconcerted by the smiles of the curious, who had gathered near by to observe this strange festival of the sun."—*Translation made for* THE LITERARY DIGEST.



NEW RITES IN OLD STONEHENGE.

The "Sons of Men" worshiping in an old Temple of the Sun.

RUBBISH IN THE HYMNAL

IF it be the ambition of every pious man to write a hymn, it is his further "duty as an honest man, when written, to burn it." This startling declaration is made by Prof. W. H. D. Rouse, of Cambridge, England, who pleads "for a thorough sifting of our hymns." What he has to say about them he admits "is sure to give pain to many devout souls." While regretting this, he declares "it can not be helped." "There is no reason why the whole people should suffer for one; and it is impossible that the people should, without suffering, be taught to associate their holiest feelings with detestable doggerel and insincere sentimentality." For many of us, he points out in *The English Review* (June), "sacred associations gather around the hymns we sing, so that we abandon ourselves to the feelings called up by these associations, and do not notice what we are singing." But if we should once examine them in a critical mood, he asserts, we could not fail to be "overcome with melancholy." "They are so well meant, and so badly exprest; so pious and so ridiculous; they are sentimental when they should be impassioned, groveling instead of penitent, incoherent when they ought to be simple." Being an English writer, he does not seem to know of some of the hymns popular among us, where he might find an even greater field for criticism. His strictures are confined to the standard hymn-writers known to all English-speaking people.

One of the hymns examined as an "example of incoherence of thought" contains a great deal of solemn information that is of no conceivable use or inspiration, drags in phrases evidently put in merely for rime, and speaks of love as a "store" and then grafts it as a shoot. As if this were not enough, it grafts it into the heart of the tree! And throughout the hymn such "mixtures" occur in every stanza. If many of our hymns are examined, we are assured further, one will be "amazed to find

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how many of them are mere incoherent babbling." Of course, even poor ones are not so bad as this one analyzed, yet "are nothing but catalogs of thoughts." It is unlucky, the writer adds, that piety seems so fond of mixing metaphors, and cites one instance where "the Deity is at once a rock and a creature with wings, a stream, a support, a covering." "Bonar makes a staff and buckler guide; Keble compares the Holy Dove to a gale, even an accomplished scholar like Stanley fills his verses with senseless padding and vulgar tags, and appears to be amply satisfied."

Turning from the form to the substance, the writer finds that "a larger number of hymns are only sermonettes in disguise." For example:

"Isaac Williams, reputed no mean singer in his own country, explains the theory of Jewish sacrifice; Alford sets forth the surprizing theory that the least of all who attend his church is greater than John the Baptist; Gaskell preaches on the importance of humble work; one whose name we forbear to mention expects all men to take up the cross, in a composition of which it is hard to say whether substance or rhythm is more objectionable. One verse will suffice as an example:

"Take up thy cross, then, in his strength,
And calmly every danger brave;
'Twill guide thee to a better home,
And lead to victory o'er the grave.

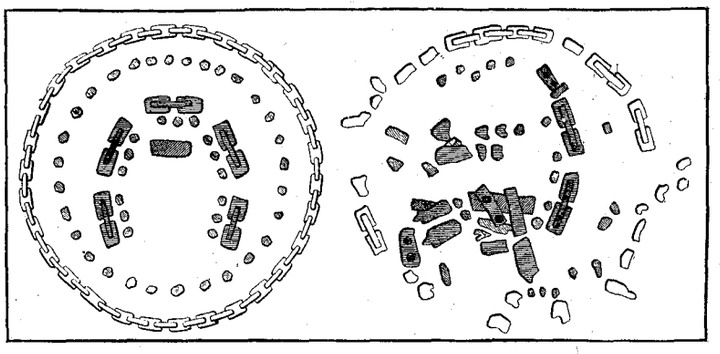
"'Twill' is good; but the rest, how debased, a ridiculous muddle as usual, and said in the tone of the fat, comfortable Pharisee. And the maudlin sentiment, the insincerity of some hymns, is appalling. And how confident they are in the ignorance of those who shall sing them! Who but a hymn-writer would dare to talk of the angels walking about on a starry floor? With such glaring faults as those we have indicated, one more or less does not matter; and we have only to add that modern hymns can not be sung, because they are conceived not as groups of sounds but as strings of printed letters; accents and long notes are coupled with prepositions and words of no account; and sounds which ought to be long are made short. Who could sing, for example, the creaking line—

"The inestimable treasure of a soul that ever lives."

The way out of this chaos is easy:

"From the poets we can get enough hymns of good quality to meet all necessities. Milton, Ken, and Cowper will furnish the first selection; a few can be had in Tennyson, Whittier, and Longfellow; the versions of the Psalms provide a few more; Isaac Watts has a dozen good ones: and for all rigid exclusion of the mediocre, a certain number of others may be found among the rubbish of Hymns Ancient and Modern and the other numerous collections. Lastly, let the old poets be searched, and it will turn out that not only Campion and Herrick, but several others will enrich our book with gems which have never yet been seen in this setting. . . . . .

"A good hymn is subject to the same laws as any other literary composition. It is lyrical, the expression of a mood, whether that mood be suggested by a thought, an occasion, or a doctrine. It must not preach, or try to explain a doctrine, or put it into words."



THE PLAN OF STONEHENGE.

As the stones originally stood and as they now lie strewn about by the hand of time.

GERMANY'S RELIGIOUS CHANCE

A NEW missionary field for the Church of England was discovered by a Churchman who was present at the Kaiser's recent anniversary celebrations. He saw Lutheranism as practically diverted to a personal worship of Germany's ruler, and Catholicism as virtually quiescent. Hence what could be better for the German nation than an adoption of the English Church? "In Berlin the predominant note has been that of very real kingship," we are told. "To the German the Kaiser is a benevolent king, ruling by something approaching the divine right, as understood by the non-jurors." His utterances on higher criticism, on military duty, on personal honor, have taken something of the form of a religion itself, we are assured by the Berlin correspondent of *The Church Times* (London). The attitude of the crowd to the Emperor is enforced in a way rather amusing, as we see:

ANOTHER GROUP AT STONEHENGE.

Since 1906 this place has been appropriated annually, on the 21st or 22d of June, by an Asiatic sect for a form of sun worship.

"One can not see the crowd and chat with ordinary men without feeling it. And it is all so very different from the simple affection with which the average Englishman regards his king. It was very interesting to be told by a humble worker that he knew three men who had shaken hands with King George on his recent visit to Berlin. Asked did he know any one who had shaken hands with the German Emperor, he looked horrified at the very question.

"Crowds passed through the royal mausoleum at Potsdam on the Sunday to lay their tributes to the dead Emperor and his Empress. The Friedenskirche was aglow with flowers, and the crowds passed along with a reverent curiosity, but without anything of the awe which characterizes an English crowd on such occasions. In the earlier afternoon the Kaiser had come, after the service at the Garrison Church, to pay his tribute of reverence to his father. All through the afternoon there were vast multitudes through the grounds. . . . And for the rest of the week there were processions of military, craftsmen, children, students. All of them were arrayed in colors which rivaled the rainbow. The streets were brightly decorated in 'schemes' which revealed the dominance of central ideas. It was all so very characteristic. If Germany has a danger to-day, it lies in the fact that individuality is almost dead."

The writer believes that there is a "mission before the Church of England of demonstrating to our Teuton brethren the compatibility of Catholicity with national ideals." He adds:

"That mission will never be fulfilled by bringing our Protestantism to the front. At present the great figure of the Kaiser represents social solidarity to the German mind. That is as it should be, of course, if kinghood is to be what it ought to be in civilized days. But it must be something more if the spiritual

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life of the nation is to be developed at all parallel with the development of knowledge and of wealth. How strangely little was heard in these festivities of the note of solemn consecration and of humility before God! Not that there was not the sense of humility and of consecration, but that there was no vocalization for them representing nationality. So we English Churchmen have need at this moment to be very tender in our thoughts of our sister country lest merely material rivalries blind us to the greater possibilities. It might be of the highest benefit to each nation were the Christians among them to turn their eyes away from the dangers of international competition to the wonderful prospects of Catholic unity. For the only religious unity which seems at the moment to be offered to both of them is a unity which, express it as differently as we may, ultimately means the dethronement of the national spirit and the disciplining of the intellect. There may possibly be too great an emphasis laid on national spirit, whereby it becomes national pride and stubbornness; there may also be too little restraint on intellect, whereby also there may come personal pride and stubbornness; but the type of Catholicism which makes too little of consecrated nationality and too little of consecrated freedom of intellect is shown by history to be unsuitable to the Teutonic temper. So the Englishman, looking on with sympathetic eyes the while that this great nation rejoices, can not refrain from yearning that when the day of closer intimacy shall come it shall be a day not merely of restricted armament or of arrangement of colonization, but a day of consecration of Teutonism to a Catholicism which has lived and developed through the long and sad story of Teutonic division."

CHURCHES TOO MANY: SALARIES TOO SMALL

THE HIGH RATIO of churches to population in some communities has caused wonder, not that ministers' salaries are so low, but that so many clergymen can be supported at all. This anomalous condition has been rather freely commented on in the past, but no one has worked it out as Mr. Everett T. Tomlinson has in the August *World's Work*. He finds the root of the evil in "the spirit of independence and religious liberty particularly manifest two or three generations ago," which led to a multiplication of denominations and churches. This spirit was practically one "of competition, even of rivalry, tho it was not recognized by either of these terms." The result is that "to-day we are facing problems that were born of a zeal that was frequently divorced from knowledge." The conditions of to-day are represented in a table compiled from the latest reports of the Census Bureau, telling just what the salaries of ministers are in the more prominent denominations. The figures show the average salaries of ministers outside the large cities:

Southern Baptist Convention (White)	$334
Disciples	526
United Brethren	547
Methodist Episcopal (South)	681
Northern Baptist Convention (White)	683
Presbyterian Church in U. S. (South)	857
Congregational	880
Reformed Church in America	923
Presbyterian Church in U. S. (North)	977
Methodist Episcopal (North)	741
Lutheran	744
Universalists	987
Protestant Episcopal	994
Unitarian	1,221

The leaders of other religious organizations in the United States are paid on an average as follows:

Greek Orthodox Church	$720
Russian Orthodox Church	731
Buddhist	840
Jewish Congregations	841

Some other statistics view the conditions from other angles:

"In the United States there are 192,795 church edifices, providing a seating capacity for 58,536,830 people. The total value of church property is $1,257,575,876. The highest average of membership per organization is found in Rhode Island, where the figures are 522. On the other hand, Oklahoma has an average membership per organization of only 58, followed in order by Florida, 66; Arkansas, 69; and West Virginia, 75. An average membership of less than 100 is reported by twelve States; of 100 or more, and less than 200, in 23 States; of 200 or more, and less than 300, 7 States; and of 300 or more, 7 States. The average number per organization is 157. The average value of church property is $6,756, and the debt is $3,214. The average encumbrance upon church property varies from $12,400 in New York, $10,983 in the District of Columbia, and $8,608 in Massachusetts, to $960 in Kansas, where the average membership is 92; to $1,013 in Florida, where the average membership is 66; and to $483 in Alabama, which has an average membership of 93.

"A careful study of the data presented shows that there are 192,795 church edifices with an average of 157 members per organization, and that the debt of the average body is nearly 50 per cent. of the value of the church property. This implies a heavy tax on the membership even before its legitimate work is begun. With a membership of 157, it is estimated that at least two-thirds of the members are women. This leaves 52 male members, of whom doubtless a large proportion are boys too young to be of much financial assistance. If only one-third is deducted for non-resident members, there are left approximately twenty to thirty men upon whom must fall the chief burden of support of the 'average' church. What such a tax would be if raised for other than church purposes is apparent."

Religious leaders of different States were appealed to for opinions regarding the relation of overchurching and low salaries Maine reports one-quarter of its towns supplied with more Protestant churches than it needs, Pennsylvania is sure it is overchurched, and Michigan assigns this cause for its low salaries for ministers. New York admits that overchurching is "very certainly one great reason for the inadequate salaries." Indiana repudiates the cause, and Illinois says that "overchurching and low salaries are both prevalent, tho their interrelation is more apparent than real." In the Far West many communities have not enough churches, but Colorado reports that "in almost every instance the low salary is directly in consequence of the community supporting too many churches." From the region beyond Kansas City the report reads: "People in the Southwest stand pretty close to their own church, even if it is small. They want that or nothing." There is said to be a Protestant church for every 221 people. More:

"The Presbyterian Home Mission Society (North) has been making some investigations, selecting certain counties which would be typical of certain phases of life in the various States, and from their studies I have selected Webster County, Ky., with 20,974 white population and 68 Protestant churches. The total membership of these churches is 5,997, or 32 per cent. of the total white population. The average membership is less than 90, and 54 churches have ministers one-fourth of the time or less. That is, 82 per cent. of the churches in this county have one-fourth or less of the time of a minister. The average church budget is $328, and the average wage paid by a church to the minister is $183. In this region there are examples of communities of 740 people trying to support five churches. In Gibson County, Tenn., which has a population of 41,629 there are 173 churches. There is a white church for every 248 people, and one church in every four and eight-tenths square miles. Eighty of the churches have preaching one-quarter of the time. The following table has an interest of its own:

THE RECORD OF THE LAST DECADE

Percentage of 47 Town Churches		Percentage of 87 Country Churches
49	Growing	32
9	Stationary	16
21	Losing	20
2	Dying	9
2	Dead	7
17	Organized within Ten years	16

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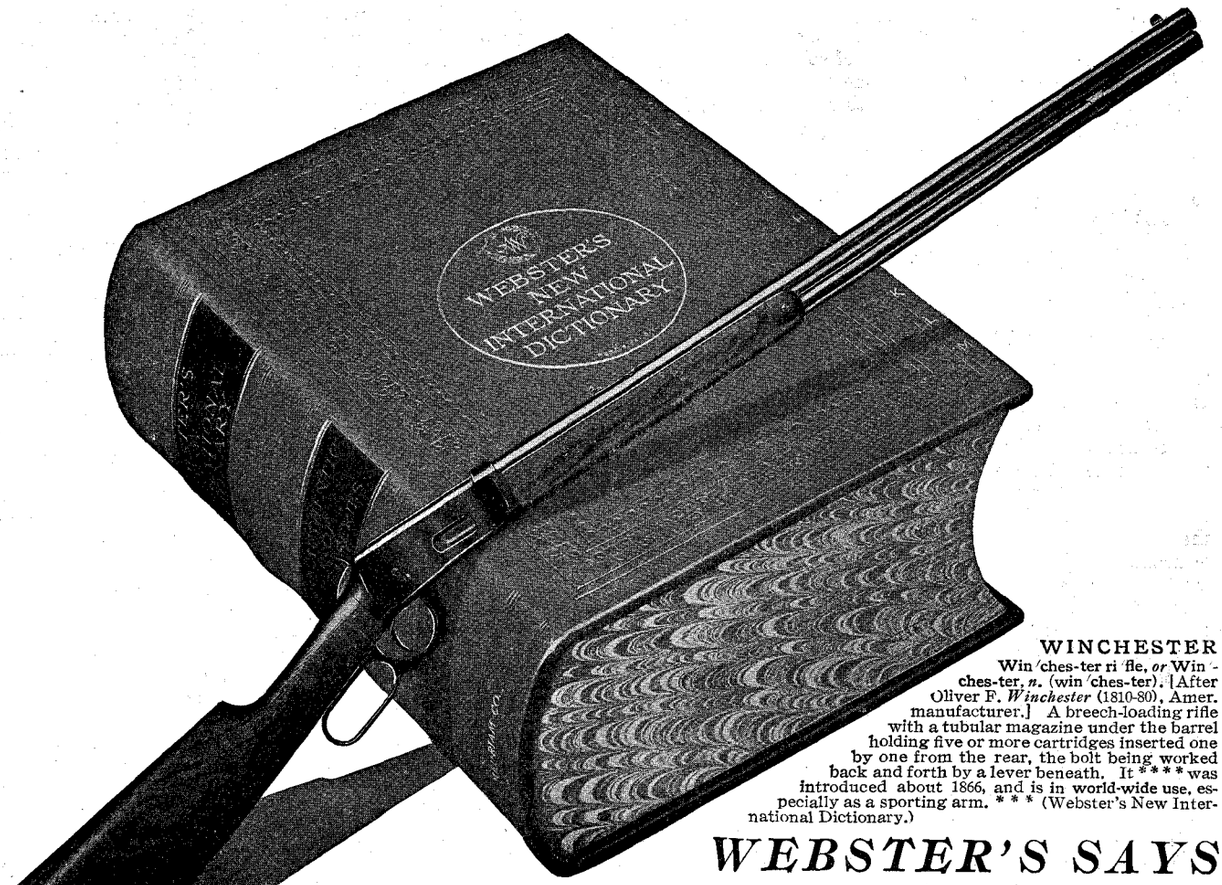

WINCHESTER
Win'ches-ter ri'fle, *or* Win-ches-ter, *n.* (win'ches-ter). [After Oliver F. *Winchester* (1810-80), Amer. manufacturer.] A breech-loading rifle with a tubular magazine under the barrel holding five or more cartridges inserted one by one from the rear, the bolt being worked back and forth by a lever beneath. It **** was introduced about 1866, and is in world-wide use, especially as a sporting arm. *** (Webster's New International Dictionary.)

WEBSTER'S SAYS

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Webster's statement is authentic. It could have gone further and said with equal truth that Winchester rifles are "in world-wide use," because they have been found by sportsmen everywhere to be practical in design, strong in construction, dependable in operation, accurate in shooting, handsome in finish, and moderate in price. Another reason that Winchester rifles are "in world-wide use" is on account of their being made in all desirable calibers from .22 to .50 and in styles to suit every purpose and every taste.

WINCHESTER REPEATING SHOTGUNS are also "in world-wide use" and, on account of their wonderful shooting and wearing qualities, and low cost, they are fast supplanting double guns for all kinds of shooting. They are made in 10, 12, 16 and 20 gauges in take-down and solid frame styles.

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MOTOR TRUCKS

THE TRUCK AS A COMPETITOR OF RAILROADS IN ENGLAND

THERE has been some little discussion in this country, as to the effect of motor-truck transportation on railway earnings, but the results thus far seem not to have alarmed the railroads. Motor-truck transportation here has been mainly from large cities to suburban points and has taken the place of former methods in which horses were employed. In Great Britain, however, conditions are different. With a much denser population over there, the motor-truck has been able to compete more directly with the railroad, not only in London and its suburbs, but elsewhere in the Kingdom.

The matter has become serious enough for the London *Times* to take it up for discussion. Freight earnings in England have been materially cut into already. The difference in cost between the truck and the railroad seems to be small in Great Britain; the real saving is in time and handling. Here the advantage is distinctly in favor of the conveyance of goods by truck instead of by rail. When the railroads first realized that their earnings were falling off as a consequence of this competition, they raised their freight rates. This is now understood to have been a mistake; in consequence of it, motor-trucks have been able to make a still better showing than before.

Even in the north of England, near lines of well-managed railways, a considerable volume of trade is now carried on with the motor-truck as the transportation agency. Its use extends even to collieries and to wholesale distributing coal merchants. The custom is growing of taking coal direct from the mouth of the pit to the distributer or the consumer, the work of the railway being eliminated. What is true of the coal trade is true also of business peculiar to Manchester and Liverpool. All over the central and south of Lancashire, says *The Times*, "elaborate arrangements have been in operation for some time past, by which cotton is taken from the seacoast to spinning mills, thence to other mills, and eventually the manufactured goods themselves are conveyed by motor-truck to the seacoast for shipment or to Manchester for other distribution."

The writer of the article declares that still other trades are now organizing motor-truck transportation facilities. Among these are market-gardeners and laundrymen. Various other trades of kinds which thrive on the outskirts of great cities are also not only "discarding their horses, but are giving up the use of railways for the conveyance of goods." Department-stores in London, including those best known, are sending out the greater part of their goods by motor-trucks to points within one hundred miles. In these conditions, there is a constant diminution in the proportion of goods and parcels sent by rail.

The great advantage of transportation by motor-trucks is that it reduced the number of handlings by at least one—and more often by two. In the case of coal from a colliery in the north of England, a truck is placed beneath the coal chute at the pithead and filled in exactly the same way as a railway car would be filled. It is then carried direct to the furnace where it is to be used, instead of being collected in a cart from the railway and then conveyed to the furnace. So also with goods sent from a department-store to customers within one hundred miles of London; there is no need for a horse and wagon to call for the goods and deliver them at the freight station; no need for unloading them at the destination and then delivering them in another horse-drawn vehicle. In these conditions makers of commercial vehicles in England report "excellent business." The writer of the article learns that business men "are likely to make large additions to their motor-trucks in the immediate future."

THE HORSE AS AN "ECONOMIC ANACHRONISM"

A writer in *Motor* presents telling statistics as to the influence of motor-cars and trucks in changing the economic position of the horse. Among other things he undertakes to show that this "historic beast of burden" has been reduced from a former position of pride to that of an economic source of waste. In twenty-five years the "horse mortality" has been great in most cities. The writer selects twenty-five representative cities, which in total show a mortality of over 70,000 horses. In New York the number is 19,044; in Pittsburg, 10,985; in Chicago, 7,200; Philadelphia, 6,000; St. Louis, 4,222; Cleveland, 3,000; Boston, 3,000; Baltimore, 2,600. In addition he presents the following:

"Taking the average value of a horse at $100, which is $10 under the United States Government statistics, we have in these cities alone a cash loss of $7,030,000, no contemptible sum and yet inconsiderable in comparison with the indirect loss due to the disorganization of traffic through the death of the animals. And recollect that this is the loss of but a very small fraction of the country. Taking New York City's loss of roughly 20,000 horses a year and continuing it on a basis of population would give us a death-rate among the entire country's animals of 360,000. This would give us the tidy sum of $36,000,000 as the yearly loss in horse-flesh. Practically all this mortality is due to the labor that is demanded of the animal. If horses were raised for their flesh and simply allowed to graze at liberty as sheep and cows are, comparatively few of them would die, except to become an asset in the way of steaks and chops. Thus the annual, great direct loss would be obviated, as well as the appalling indirect losses, to which we have alluded above.

"Now let us glance for a moment at the present status of what we believe to be the horse's successor. There are to-day considerably more than a million motor-cars of all classes running in the United States. Of this number approximately 60,000 are trucks, the class of car that by its activities brings into the greatest prominence the changing position of the horse.

(*Continued on page* 142)

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Postum comes in two forms.

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"There's a Reason"

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The chassis of this powerful and rugged truck is priced at $1250—which is from 30% to 50% lower than existing market prices of other similar trucks.

Big production brings down the price

This is due to big production. We are now producing commercial trucks in lots of ten thousand. This is the largest production of trucks ever attempted. We are duplicating our pleasure car production methods. And just as we have reduced pleasure car manufacturing costs so have we reduced commercial truck costs by the application of quantity production methods.

Heretofore this plan of production would have been impractical. No truck was highly enough developed to be put on a basis of thorough standardization. What was new one day was old and obsolete the next. So no big production could be attempted by any one.

But circumstances have altered. The Willys Utility Truck is a proven standard and staple truck. In it are embodied everything that is practical and up-to-date.

All modern improvements

It has every modern truck improvement. The powerful 30 H. P. motor, for instance, is controlled by our patented governor. It cannot operate over 18 miles per hour. The pressed steel frame is built to stand the most severe strains of heavy loads and the worst possible road conditions. It is thoroughly reinforced. Both the front and rear axles are unusually rugged, and are made in our drop forge plant. It has a three speed transmission—three forward and one reverse. We found that 34 in. x 4½-in. pneumatic tires on the front wheels and 36 in. x 3½-in. solid tires on the rear give the most practical service, so we equipped the truck accordingly. It is a big practical commercial truck—built purely and simply for commercial purposes.

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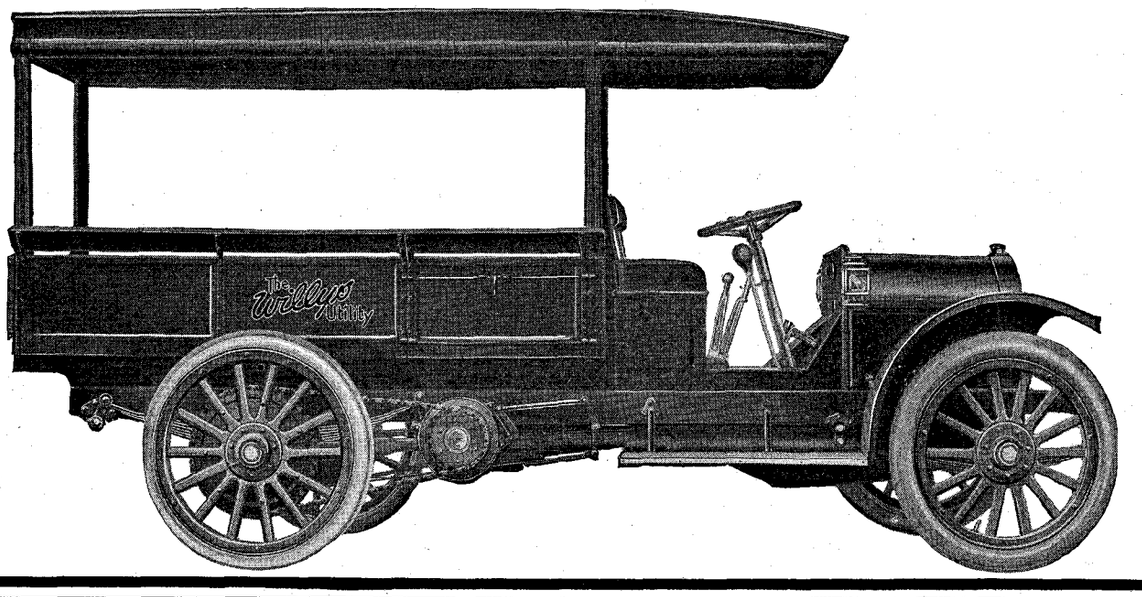

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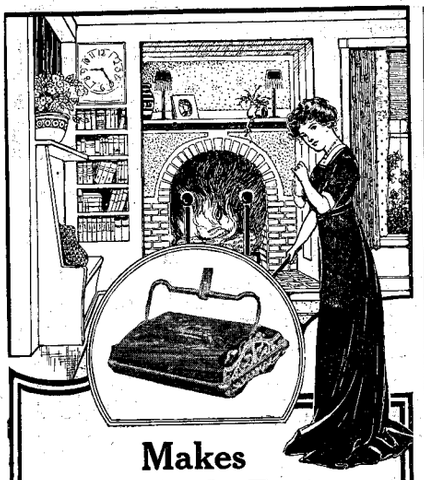

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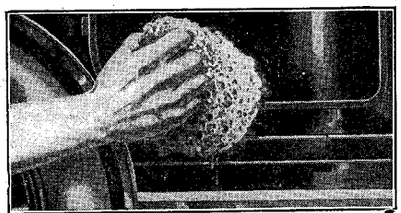

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MOTOR-TRUCKS

(*Continued from page* 140)

"These figures do not sound overwhelmingly impressive by themselves, but when considered in their comparative capacity, they become amazingly significant, for it is only within the past two years that the commercial motor vehicle has given evidences of coming into its own. Up to the beginning of the year 1911 there had been manufactured in this country, approximately, 13,000 motor-trucks. During the year 1911 there were turned out 13,319 trucks, or more than the total production of these vehicles from the beginning of the industry to the opening of that crucial year.

"But this was only a tuning up, as the output of trucks in 1912 was 24,133, a number almost equal to the total produced up to the beginning of that year. And the estimated output for 1913 is 56,000 motor business wagons. This estimate is no arbitrary assumption of prophetic insight; it is based on carefully collected statistics, and almost beyond question errs on the side of conservatism. The average price of all these motor-trucks was $1,957.37. The interesting feature of all this, however, is the fact that by the end of this present year there will be more than a hundred thousand commercial motor vehicles operating in this country. Past experience points to the doubling in number of these trucks each year, so that it is a matter of but few years before we shall reach the point where we must definitely ask ourselves: 'What shall we do with these horses?' and find an economically sound answer.

"When this demand grew insistent enough it forced the invention of means of transportation adequate to meet the case, and one of these means, and we think the most potential, is the motor-car, or in its commercial aspect the motor-truck. In the readjustment the horse must find a new place in the economic system or pass on. In other words, when he shall at no distant day have lost his place as the bearer of burdens, he must become part of our food-supply or be exterminated merely because his room is more valuable. We have roughly 25,000,000 horses. On the land required to feed these animals could be raised the produce necessary to support 125,000,000 people. We complain of the high cost of living, yet here surely we have a very obvious cause.

"In the last analysis, transportation is simply one of the surface indications of the ebb and flow of the tides that swept the land. The horse ranches of the West are being split up into small holdings and the price of land is rising in every section of the country. It is not difficult to look forward to the day when this great America will be thickly populated throughout its length and breadth, and when every acre of land must be utilized to contribute its part to the support of the people. It is a well-known fact that it takes three acres of land to raise enough food for one horse. But by intensive farming three acres of land can be forced to supply the wants of at least one family of five persons (as a matter of fact, ten persons would be a very conservative estimate). The United States Government report places the number of horses in the country on January 1, 1913, at 20,567,000 and the number of mules at 4,386,000.

A TRUCK OF THE CYCLE TYPE

With the keen interest already manifested here in a probable invasion from the cycle-car now so popular in Europe, word comes that makers of motor-cycles in Milwaukee, after experiments with various types of light delivery vehicles, have produced a light three-wheeled delivery truck of the cycle type, driven by a two-cylinder motor. This truck is intended, says *The Automobile*, to carry 600 pounds, in addition to the driver. Its tread is 56 inches; its wheel base 76 inches; its body 2 feet 10 inches wide by 3 feet 6 inches long and 2 feet 4 inches high. It is said to be easily handled in congested districts and it can be used under all kinds of road conditions. It has a two-speed gear. With a maximum load, it can be started easily in mud or snow, or on heavy grades. In light snow—not more than 6 inches deep—it has been known to attain a speed of more than 25 miles an hour. Last spring it was tried in Milwaukee in slush and mud and worked successfully. *The Automobile* says further of it:

"Power transmission is through a Harley clutch, the gears being always in mesh, tho they are not running except when low gear is being used. The gear-shifting mechanism is directly in front of the saddle and above the clutch lever, as shown in the illustration. The braking is done with either pedal. In addition to the advantage incorporated in this feature, the driver has an additional brake pedal easily convenient to his right foot. The brake can be locked in any position, a necessary convenience when the motor-cycle truck is stopt on a hill. The brake is 7 inches in diameter with a face .875 inch wide. Well-designed mud-guards protect the driver, so this truck can be used irrespective of weather conditions.

"The chassis is constructed of prest steel with cross braces under the body and side stays to the frame head and rear wheel, so that the strains of the load are evenly distributed. The chassis follows generally the practises of automobile design and construction. The steering knuckles have ball bearings at the top and bottom. The truck is equipped with 28-inch wheels, each of which has forty heavy spokes and large hubs especially designed and constructed for this work.

"Three-inch tires are used on all three wheels. A low center of gravity is obtained with the underslung construction, and sufficient clearance is provided for even the deep snows prevalent in Wisconsin in January and February. The load in the body of the car is carried on semi-elliptic springs 1.75 inches wide. Hardened steel bushings and pins are used in the shackles.

"In a test on a route of 14.2 miles, 4.5 hours were required as the average length of time when deliveries were made with a horse and wagon, whereas the motor-cycle truck made fifty-three stops in 2.5 hours. The regular parcel-post man was carried on the box on this test, altho in actual service, of course, this additional weight would not have to be carried.

"The motor-cycle trucks now in service have demonstrated that, when used for long runs, they make from 40 to 45 miles per gallon of gasoline. The gasoline consumption in the demonstration given for the benefit of the post-office officials of Milwaukee was a trifle less than half a gallon. Figured at that rate, and with an oil consumption of 250 miles per gallon, it can be readily seen that the operating cost of a motor-cycle truck is about 60 cents a day for a 10-hour day, covering 75 miles daily.

"The makers state that with a motor-cycle truck one man can do the work of two men with two horses and two wagons. At the request of the Government, one of these motor-cycle trucks has been sent to Washington for inspection by the postal

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department. This particular truck has a body built in accordance with the suggestions of postal officials."

SUCCESS OF MOTOR-BUSES IN LONDON

The growing popularity of motor-buses in this country, and especially in New York City, where new lines are making vigorous efforts to secure permission for their use, gives interest to an article by T. B. Browne in *Automobile Topics* dealing with the present condition of this kind of transportation service in London. Mr. Browne has obtained from the Commissioner of Police figures showing that the number of motor-buses licensed last year in London was 2,908, figures which, with the additions since made, should now be increased to more than 3,000. Meanwhile the number of motor-cabs licensed in London is more than 8,000. Paris is far behind London in the number of buses, the total being about 1,000. Interesting items in Mr. Browne's exhaustive article are the following:

"Two main factors have principally conduced to the present efficiency of the petrol omnibuses as now running on the London streets, and these are, first, the insistence of the police authorities that the vehicles should comply with a high standard of noiselessness and reliability combined with a low maximum weight limit; and, secondly, the determination of the constructors to produce vehicles capable of passing these tests. As an example of the difficulty of passing the police inspection of these vehicles, it may be mentioned that cases have been known where vehicles have failed to obtain a license to run solely on account of the hissing noise caused by the passage of the air through the carbureter inlet, great trouble being caused by this defect alone until a suitable carbureter was discovered.

"The police regulations as to weight, which are strictly adhered to, include the following maxima: complete omnibus unladen, 7,840 pounds; back axle weight laden, 8,960 pounds; front axle weight laden, 4,480 pounds; total weight laden, 13,440 pounds.

"The three last figures include an allowance for sixteen inside passengers and eighteen outside, as well as the driver and conductor, of 140 pounds each. As regards dimensions, the total length must not exceed 23 feet and the breadth 7 feet 2 inches at any part, the maximum wheelbase being 14 feet 6 inches and the wheel track or gage not less than 5 feet 6 inches. There are also many other arduous but necessary regulations as regard brakes, steering gear, the prevention of smoky or otherwise offensive exhaust and leakage of oil from engine and transmission cases.

"The total distance covered by the London motor-omnibuses per month is now averaging over 8,000,000 miles, the total miles lost from all causes by the B type vehicles for March last being 0.136 per cent. of the total possible mileage. The involuntary stops from all causes per 100 miles was 0.012, or, say, twelve stops for every 100,000 miles. In 1912 the total number of omnibus passengers carried in London was 492,858,934.

"The great difficulty in connection with the reduction of noise has been experienced with the change-speed gear. Extensive experiments have been carried out in the endeavor to minimize the sounds emitted by the indirect drives of the gears. The solution has been found by entirely replacing the spur wheels, except in the case of the reverse, by silent saw-tooth chain

Number four of the Hupmobile week-end series

And the Office Two Hours Away

Perhaps, around the camp-fire, you are hearing that an Indian Wigwam once stood where the Hupmobile is standing—in the fire's glow.

Asphalt pavements, electric lights, social duties, household worries, business cares, the city maelstrom—all mere minutes away in your Hupmobile—the breeze of the night-wrapt woods has blown from your memory.

Coming out this afternoon in your Hupmobile, as you passed successively through the city traffic, the suburbs, the green farm country and then into the silent, brooding, soothing woods, you felt the shackles of the city's tyranny slipping from you one by one.

About every city—no matter how big, far-flung and grimy—there are still these sacred refuges for troubled minds and jangling nerves. They are there for your week-ends—for you and your children. And the road to Nature's surcease is the car of easy access—The Hupmobile—"The Car of the American Family."

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Four-cylinder motor, cylinders 3¼ inch bore by 5½-inch stroke, cast en bloc. Unit power plant.

Selective type transmission, sliding gears.

Irreversible, screw and double nut steering gear.

Full-floating rear axle.

Twelve by two-inch brakes, external contracting and internal expanding.

Wheelbase, 106 inches.

Tires, 32 x 3½ inches.

Equipment of windshield, mohair top with envelope, Jiffy curtains, speedometer, quick detachable rims, rear shock absorber, gas headlights, Prest-o-Lite tank, oil lamps, tools and horn.

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"32" Roadster *In Canada, $1180*	**$1000**
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That is why he invested in it.

And its sturdy build, its distinctive features of construction and appearance, its marked economy of operation, its low cost of upkeep—all confirming his belief and ours—only tend to strengthen his conviction and complete his satisfaction.

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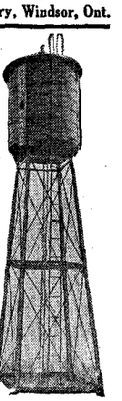

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The Hawkeye "Tonneau" Basket—Made of strong rattan, finished in beautiful dull green; inside lined with heavy, non-rustable nickel plate, surrounded with asbestos wall. Ice compartment detachable; made of zinc, nickel plated. Basket is insect and dust-proof. Strapped with nickel-plated hold-fast buckle. All prices most reasonable.

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33 Main St., Burlington, Iowa

V-ALL-NO AFTER DINNER MINT

A delicious, creamy candy with a flavor all its own.

Sold in tin boxes only —never in bulk.

drives. These have proved to be quite satisfactory in every way in spite of the fact that the chain-makers themselves were very pessimistic as to their use. The salvation of the whole arrangement is the shortness of the chains, so that with the few links employed the total stretch of the chain with wear is very slight.

"For some time great trouble was caused by the leakage of oil on to the roads from the crank case, gear box, and worm gear case. It became necessary, in order to comply with the police regulations, to cast troughs below the joints to catch the oil which escaped from them. The joints were made as tight as possible by the use of brown paper, but the mechanics when overhauling the chassis often displaced the paper, so that leaky joints were rather the rule than the exception. This objection has now been entirely overcome by having the joints carefully scraped up by hand and then fitted together without the intervention of any joining material.

"The Paris omnibuses have developed on entirely different lines from those used in London, and are of the single-deck type, constructed to take from thirty to thirty-five passengers, with the driver's seat situated on top of the engine. A spur gear change-speed box, having three forward speeds, is used in conjunction with a bevel gear from which the power is transmitted through cardan shafts and internal spur gears or racks to the driving wheels, as it is not practicable to obtain the reduction required in a single beveled pair. The motor used in these vehicles has four cylinders, 125 mm. bore by 140 mm. stroke. The tires used are 140 mm. by 900 mm. single on front wheels and 160 mm. by 95 mm. twin on rear wheels. The weight of the chassis is 3,350 kilograms; the weight of complete vehicle empty, 5,100 kilograms; the weight of complete vehicle full, 7,800 kilograms."

MOTOR VEHICLES PER THOUSAND OF POPULATION

Motor prints an article, with accompanying map and diagram, showing the number of motor vehicles in use in different parts of this country per 1,000 population. In New England the number is 15 per 1,000; in the Middle Atlantic States 11 per 1,000; in the Middle West 14; in the Northwest 16; in the Rocky Mountain States 10; on the Pacific Coast 20; in the South 4; in the Southwest 7. For the whole country, there are 11 cars for every 1,000 of population, the total number of cars being 1,100,000. These figures compare greatly to our advantage with those for European countries. In Great Britain there are only 4 cars per 1,000 of population; in France only 3; in Germany 2.

The Pacific Coast may take pride in the fact that in that part of the country the proportion is highest—that is, 20 cars per 1,000 of population. The Northwest comes next, New England is third, the Middle States fourth, the Middle Atlantic States fifth. In the actual number of cars, it is the Middle Western States that lead—382,410 cars. Next come the Middle Atlantic States with 220,180 cars. It is an interesting fact that the total number of cars for the Middle Western States—382,410—is greater, by nearly 50,000, than the total for Great Britain, France, and Germany combined. Another interesting fact is that the section of this country having the smallest number of cars per 1,000—that is, the Southern States—has the same comparative distribution as Great Britain, and a greater one than France or Germany.

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THE SPICE OF LIFE

His Wait.—YOUNG LAWYER (having passed his exams)—"Well, I'm glad it's over. I've been working to death the last few years trying to get my legal education."

OLD LAWYER—"Well, cheer up, my boy; it'll be a long time before you have any more work to do."—*Boston Transcript.*

Caution.—A boy who had been absent from school for several days returned with his throat carefully swathed, and presented this note to his teacher:

"Please don't let my son learn any German to-day; his throat is so sore he can hardly speak English."—*Everybody's Magazine.*

Misconstrued.—An American motoring through a small Scotch town was pulled up for excessive speed.

"Didn't you see that notice, 'Dead Slow'?" inquired the policeman.

"'Course I did," returned the Yankee, "but I thought it referred to your durned little town!"—*London Evening Standard.*

Insufferable.—"So you broke your engagement with him?"

"Yes."

"What for?"

"He's a conceited thing. I simply couldn't stand him."

"I never heard him brag. What makes you think him conceited?"

"All the time we were engaged he never once told me that he was unworthy of my love."—*Detroit Free Press.*

When It Is Hot.

(We think that we ought to reprint this at least once a year.)

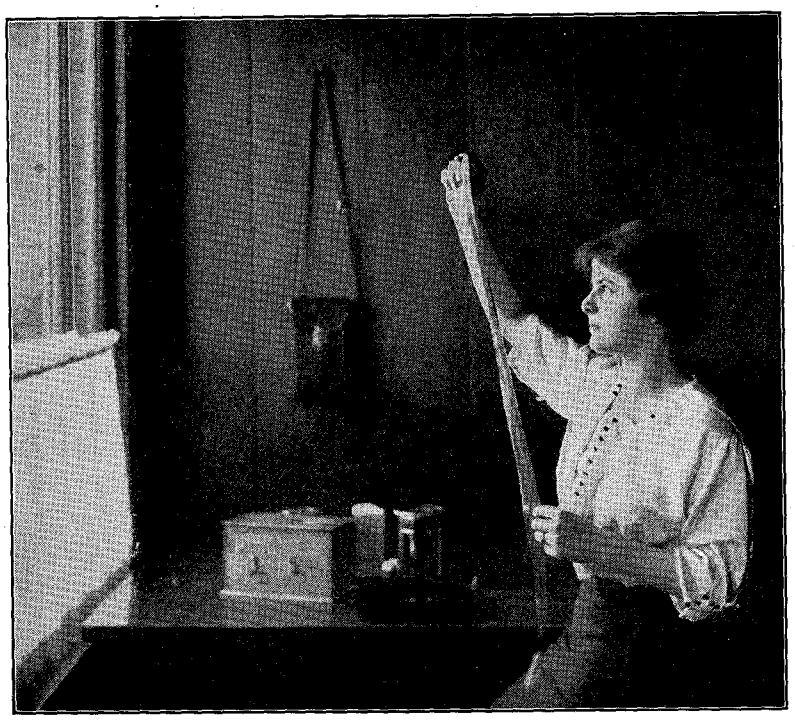
Consider Mr. Shadrach,
Of fiery furnace fame:
He didn't bleat about the heat
Or fuss about the flame.
He didn't stew and worry,
And get his nerves in kinks,
Nor fill his skin with limes and gin
And other "cooling drinks."

Consider Mr. Meshach,
Who felt the furnace, too:
He let it sizz, nor queried "Is
It hot enough for you?"
He didn't mop his forehead,
And hunt a shady spot;
Nor did he say, "Gee! What a day!
Believe me, it's some hot!"

Consider, too, Abed-nego,
Who shared his comrades' plight:
He didn't shake his coat and make
Himself a holy sight.
He didn't wear suspenders
Without a coat and vest;
Nor did he scowl and snort and howl
And make himself a pest.

Consider, friends, this trio—
How little fuss they made.
They didn't curse when it was worse
Than ninety in the shade.
They moved about serenely
Within the furnace bright,
And soon forgot that it was hot,
With "no relief in sight."

—*Bert Lerton Taylor in the Chicago Tribune.*



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Cadillac leadership car development strikingly

A new element

A new quality of luxury

Each year you have looked to the Cadillac for the real and substantial progress in motor car development.

You have looked to the Cadillac for the great essentials in the practical motor car.

And you have not looked in vain.

Now conceive, if you can, a Cadillac with its essential functions sharpened, accentuated and refined.

Conceive such a process of refinement culminating in an entirely new riding quality of unexampled ease.

That is precisely what has come to pass in this new car.

The principal contributing factor—the two speed direct drive axle—is described in detail elsewhere.

The Cadillac Delco electrical system of automatic cranking, lighting and ignition, the first practical system ever made and first introduced by us, has, after experience with it on 27,000 Cadillacs, been still further developed, improved and simplified and the slight attention required from the user materially reduced.

The carbureter has been improved, its efficiency and its well-known economy increased. It is hot water jacketed and electrically heated to facilitate starting in cold weather.

The rear springs are six inches longer.

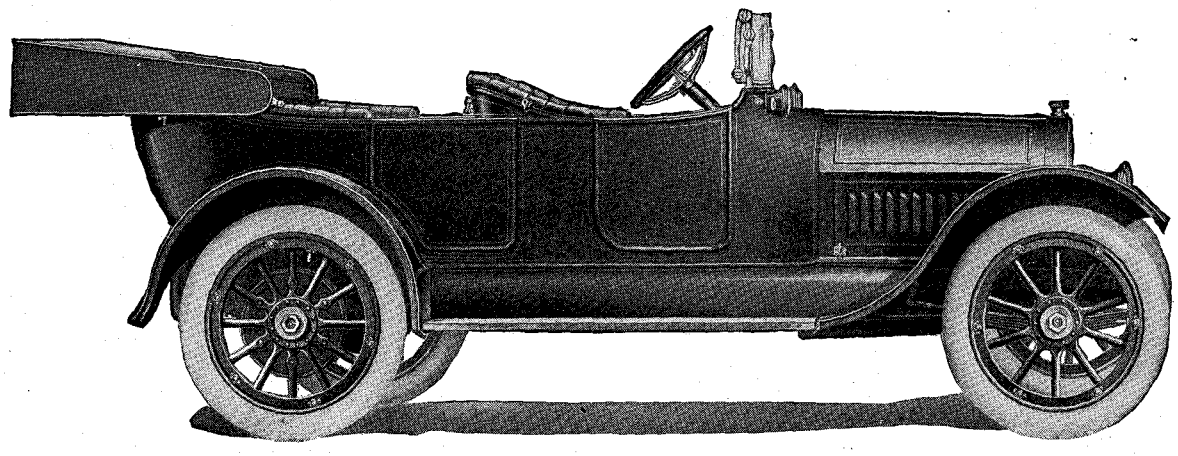
The body designs are new and strikingly handsome

Front seat passengers may enter or leave the car a either side.

These and many other refinements of essential detail make for greater and a better Cadillac and serve t more firmly establish its position as America's leadin motor car.

The Cadillac Company has never disappointed yo in the smallest particular or in a single promise.

We promise you again, in this new car, a positiv revelation in motor car luxury.



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Seven passenger car	$2075	Landaulet Coupe, three passenger . . .	$2500
Phaeton, four passenger	1975	Inside drive Limousine, five passenger .	2800
Roadster, two passenger	1975	Standard Limousine, seven passenger . .	3250

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n scientific motor s once more lemonstrated

f efficiency

A new source of economy

Cadillac two-speed direct drive axle

n this new axle the Cadillac Company once more gives evidence of leadership in motor car development and motor car progress.

he advantages of this axle do not lie in its being an improvement so as its functions as an axle are concerned, but rather in the manifold tages attained in other directions through the medium of the axle. n place of the single bevel pinion and single bevel driving gear com- to ordinary construction, there are two bevel pinions and two el driving gears. This affords two different gear ratios, each driving ct from the engine to the axle without intermediate gearing.

he usual single direct gear ratios range from about 3.5 to 1 down to 1 according to the car. Any single gear ratio is necessarily what because a single gear ratio must be, or should be, the particular one ch is best adapted for all around general use.

o one single gear ratio can possibly be just right for all speeds and ll conditions. But by using two direct gear ratios we have exactly oled the means for promoting the economical and efficient application ower developed by the engine to the driving of the car.

the new Cadillac axle we have, as before stated, two direct-drive ratios. The low direct drive gear, which is 3.66 to 1, is especially ted for city driving, where starting, stopping and slowing down are ient and where cautious operation is necessary.

he high direct drive gear ratio, which is 2.5 to 1, is of special ad- tge where speeds of about 16 miles or more per hour are permissible desirable.

e change from one gear ratio to the other is made by means of a le, convenient electric switch.

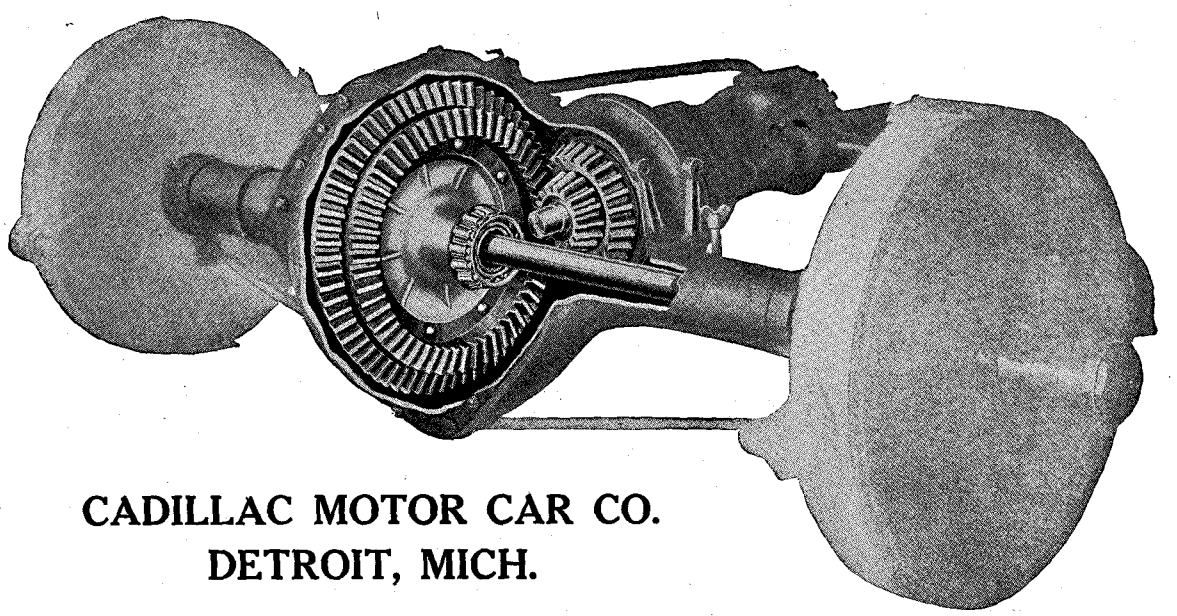
he advantages of the high direct drive gear ratio lie primarily in the fact that with it, any given speed of the engine produces an increase of about 42 per cent in the speed of the car. For example: at an engine speed of 700 revolutions per minute, with the low direct gear engaged, the car will travel approximately 21 miles per hour; while on the high direct gear it will travel approximately 30 miles per hour with no increase in engine speed.

This great increase in car speed in its relation to engine speed accomplishes a number of desirable things.

Among these is a decrease in gasoline consumption for a given mileage. This is due to the fact that with the engine turning over slowly—comparatively speaking—a given quantity of gas is utilized to greater advantage and generates more actual power than with the engine turning over more rapidly. Friction also is materially reduced by reason of the parts operating more slowly and this, too, is a factor in reducing gasoline consumption when driving on the high gear.

Another great advantage is that with this direct drive high gear ratio, there is obtained an extraordinarily luxurious smoothness in running, together with a marked quietness and a comparative freedom from the vibration which, to a greater or less extent, is ever present when traveling at high speed with a low gear ratio.

In attaining these much desired qualities, instead of adding complications to the power plant which make for greater fuel consumption and for greater upkeep expense, they have been attained by methods which are strikingly the reverse, viz., by methods which lessen the fuel consumption, methods which decrease friction with its resulting wear and methods which make for longer life, together with an appreciable decrease in the cost of operation and maintenance.



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INVESTMENTS AND FINANCE

IS AN UPTURN NEAR?

AS Congress approaches the end of its work on the Tariff Bill and Currency Reform measure—not to mention other changes in conditions—writers in standard publications are becoming hopeful, not to say optimistic, as to an early improvement in quotations for stocks and bonds. John Moody, who has at no time in recent years been optimistic as to an immediate substantial improvement, takes a favorable view of the early future in his magazine for July. He says it has now become increasingly apparent that we are "very close to a turn in the situation." In the middle of June, men were actually talking of panic, and "renewed depression was rampant everywhere"; but that seems now to have been a condition that was "a darkness before the dawn." Mr. Moody finds specific reasons for a favorable outlook in the early end of tariff legislation, the final settlement of the Pacific Railroad troubles, a strengthening of the situation in foreign financial markets, and later reports as to a continuation of the excellent prospects for crops. Taking the situation as a whole, he is inclined to believe the outlook may be "more favorable than it has been at any time within the past three years." He can see no reason for a contrary outcome, except a shortage in the crops (now quite unlikely), or a serious renewal of the war in Europe.

Sentiment in London is also favorable—at least as to conditions in this country. A cable dispatch to the New York *Evening Post* of July 12 reported that the easier money market conditions existing here had become "a great relief to financial Europe." Europe, in fact, has been in a far more vulnerable condition than America now is, or has been in any of the recent trying months. Indeed, it was largely European conditions that led to the depression in prices here. Writers seem to be of one mind as to the stock exchange reaction of this year being local to no country, but rather world-wide. American markets have suffered far less directly and seriously than have those of Europe.

How true the statements are as to the soundness of fundamental conditions in this country is well illustrated by statistics from the Revenue Bureau at Washington showing that corporations in this country earned, in the calendar year of 1912, the colossal sum of $3,304,000,000 above all expenses. These figures are $400,000,000 higher than were those for any other year since the passage of the Corporation Tax Law. The total amount of tax which the Government will obtain from these corporations for 1912 will be somewhat more than $36,000,000. The natural inference from these figures is that business conditions in 1912 were better than in any other year on record. The great net gain of $400,000,000 was made, in spite of increases in corporate interest charges and in scales of wages.

A writer in the New York *Evening Post* recalls that ample warnings had been issued in Europe before the Balkan War broke out. Close observers readily saw how an overextended position in trade and speculation had brought about a condition of danger. Everybody had been borrowing money. Governments and corporations were not the least among the offenders. At last a point was reached where it became more and more doubtful if the supply of available capital could meet the impending requisitions. When war actually broke out in the Balkans, with the added possibility of a conflict between great states, capital at once held aloof. One feature of this aloofness was the actual hoarding of hundreds of millions of dollars by individuals. During this acute disturbance abroad, the market in this country was powerfully assailed. Europe sought relief, and here in America existed the one strong and sound financial market in which relief could be obtained. Hence ensued a large sale of American securities by European holders.

The Bache Review, commenting on conditions in the middle of July, noted the stubborn strength shown in the American stock market under all adverse conditions. Altho "pounded," as operators would say, with selling orders from Europe, and with unfavorable news of various kinds, our market continued to present "a dogged resistance." An important bank failure occurred and yet "the effect was negligible." Fundamental conditions here were strong and sound. When finally they improve in Europe we shall have "a forceful swing upward, not only in securities, but in general business."

An incident of early July in railroad financing indicated similar hopeful sentiment in railway circles. The Northern Pacific "with a treasury full of high-grade bonds," as *The Wall Street Journal* remarks, issued instead of bonds one-year six-per cent. notes. This act simply meant that the long-term bond could not be sold at a satisfactory price, but there was faith on the part of the management that after the lapse of a year or sooner the six-per cent. notes could be replaced by long-term bonds at lower rate of interest. From this sale of notes, as well as from many others which have been made by railways in the present season, it is inferred that corporations expect a decided improvement in conditions before the notes mature. Practically all large companies having financing to do have adopted this short-term method, and obviously for the same reason.

It is agreed generally in financial circles that short-term financing by the railroads and industrial corporations has been a matter of necessity rather than choice. What is called "a wholesale use" has been made of these notes during the present year. During June, which was a time of substantial maturities of corporation obligations, and at the same time a month when corporations had to husband their cash resources in anticipation of the moving of credits, many of these notes were put out. This was done in spite of the fact that the year completed by the railroads on June 30 was one when the largest

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business known in the history of our railroads was done. It was investment conditions—not the business of the roads—that dictated the choice of short-term notes. Had conditions been different, other forms of securities would have been resorted to. Following is a list of prominent companies that have resorted to notes, with the interest rates, etc.:

	Amount	Rate	Term	Offer'g Basis
Amalg.....	$12,500,000	5%	2-year	5¾%
Mass. Elec.....	3,100,000	5	2-year	5¾
Un. Fruit.....	12,000,000	6	4-year	6.4
Westinghouse..	3,250,000	5	2-year	6½
Bos. & Maine..	17,000,000	6	year	6
Balt. & Ohio...	20,000,000	5	year	5¾
Conn. River...	2,000,000	5	year	...
Ches. & Ohio...	3,500,000	5	year	...
Lake Shore....	10,000,000	5	year	5¼
M., K. & T....	19,000,000	5	2-year	6⅛
North. Pac....	10,000,000	6	year	6¼
N. Y. Cent....	22,000,000	5	year	5½
South. Pac.....	20,000,000	5	year	6

THE FUTURE OF THE CURRENCY BILL

A writer who has long been familiar and respected under his pen name, "Holland," recently contributed to *The Wall Street Journal*, as his daily signed article, a few reassuring statements as to the final outcome of the Currency Bill in Congress. "Holland" is a writer of exceptional facilities for obtaining information and has a reputation for care and deliberation in any statements he makes. He learns that "probably all of the directing forces of the banks of this city have within a week or two received communications from Congressmen which convey the hint of a purpose so to perfect the banking and currency bill as to make it square with intelligent and sincerely honest opinion." Bankers of recognized ability and high standing have not only been invited, but have been urged to put their views of this bill in writing and forward them to Washington These invitations have come from individual members of Congress, and it is believed that communications of the same kind have been sent to bankers in many parts of the country.

"Holland" declares that no one who has ever discust the pending bill with bankers of authority in New York "can have failed to observe that the unanimous opinion held by them is that this undertaking is made in good faith, in all sincerity, and in the hope of formulating legislation which will be of benefit to the American people." All therefore that remains is to "whip the measure into such shape as to make it proof against criticism and reasonably accepted by the bankers who will be affected by the measure." No banker, so far as known, has been able to approve all the features of the bill, nor has any one failed to question in earnest and sincere manner the wisdom of some of the details. "Holland" concludes that out of the agitation now going on, there will, in the opinion of the best known bankers of the city, "emerge a spirit of cooperation between bankers and the Government which will ultimately give to the country as perfect a national banking system as written law can make possible."

INVESTMENT STOCKS AND BONDS

The low prices at which standard stocks and bonds have been quoted for many weeks have led numerous writers in sub-

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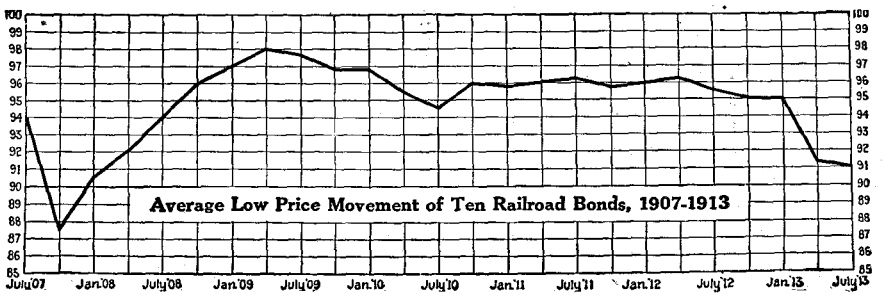
Low Bond Prices

Ten Representative Railroad Bonds Show Decline in Average Price of 7 points from High Level of 1909



Prices of many bonds and other investment securities have recently declined to levels almost as low as those which were reached in the panic of 1907. This is clearly shown in the above chart of average prices of ten representative railroad bonds. The average price of these bonds is now only about 3½ points higher than the average price late in 1907 and is 7 points lower than the high point in 1909. The present low prices of bonds reflect world-wide investment market conditions rather than general depreciation of intrinsic values. Regardless of future price movements, investment securities are selling at a level which should make them attractive to hold over a period of years.

The bonds used in compiling the above chart are tabulated in our new Circular J-34, which will be mailed on request to any private investor, trustee, or institution.

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stantial financial papers to point out to readers the opportunities now offered for investments. Many of these have been selling for months at prices which would yield the investor six and even a higher per cent. Some of them are securities of the highest railway and industrial types. First among the stocks are the seasoned industrial and railway preferreds.

Franklin Escher says in *Investment* that there are a dozen or more preferred industrials which are "fire-tried, both as to the safety of their dividend rates, and as to the regularity of their earning power." These stocks are extremely safe and enjoy a high degree of market ability. Several of them can be bought at prices which yield a buyer much more than 6 per cent. The same is true of the railroad preferreds, except that the rate of income here will not be as high as from the industrials. Mr. Escher does not see how anything bad can possibly happen to investments in them. Taking the preferred shares of Atchison, Northwestern, and Southern Pacific, it will be found that for many years the dividends even on the common have always been earned by a substantial margin. Nothing harmful can be urged against these preferreds as likely to come from Government regulation, a rise in the cost of operation, or from labor troubles.

The Wall Street Journal prints a list of twenty preferred stocks, all listed on the New York Exchange which yield at recent prices better than 6 per cent. These companies in the last year earned their dividend requirements, according to the official reports, at least twice over. The figures here given for "last sale" are several weeks old, but prices for these stocks have not varied much within recent weeks:

Pfd. Stock	Rate	Times Earned	Year Started	High 1912	Last Sale	Pres't Yield
Am. Can	7%	2¼	1912	126¼	92⅞	7.54%
Am. Ag. C	6	2	1901	104¼	94	6.38
Am. Sm. & R	7	2	1899	109⅜	101¼	6.91
Am. Sug	7	2⅓	1891	124	112⅞	6.20
Beth. Steel	5	2¾	1913	80	69⅛	7.23
Cent. Leat	7	2½	1905	100½	92½	7.67
Col. & So. 2nd	4	3⅓	1907	71	65⅛	6.14
F. W. Wool'th	7	5	1912	116¾	112	6.25
Int. Harv	7	3¾	1908	121¾	112	6.25
Ligg & My	7	6¾	1912	118	113	6.20
L. Wiles 1st	7	2	1912	105⅜	99½	7.03
Lorillard	7	5	1912	118	112⅜	6.22
Mackay Cos	4	2	1906	70⅞	67½	6.00
Mex. Petro	8	3	1908	104	95	8.42
Ry. Stl. Sp	7	2	1903	105	98	7.14
South. Ry	5	2¼	1912	86⅞	76	6.58
Unde. T'w'r	7	5	1910	114½	110	6.36
U. D. Goods	7	2¾	1909	108⅞	101¾	6.88
U. S. Ind. A	7	2½	1907	105	88¼	7.93
U. S. Steel	7	2	1901	117	107¾	6.49

The average dividend rate on these companies is now 6.52 per cent.; the average yield at recent quotations was 6.81 per cent. The requirements for the preferred dividends were, on the average, earned 3.14 times, and in many cases there had been ample deductions for depreciation.

The Wall Street Journal, in reply to a correspondent seeking to invest $40,000 in high-grade preferred stocks, mentions, among railroads, Atchison, Baltimore and Ohio, St. Paul, Colorado Southern, Southern Railway, and Union Pacific; and among industrials American Can, American Car and Foundry, American Smelting and Refining, American Sugar, Central Leather, and Underwood Typewriter. About one per cent. more income can be obtained from industrials than from railroads, altho "the maximum degree of safety is only a little less." The same paper prints a list of the common stocks of twenty railways and industrial corporations listed

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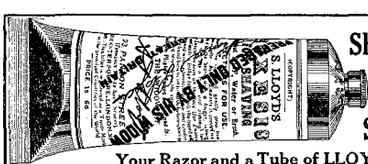

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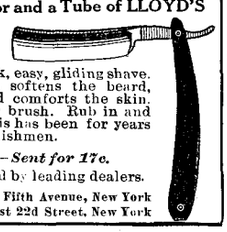

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Knowledge a Father Should Impart to His Son.
Medical Knowledge a Husband Should Have.
Knowledge a Young Woman Should Have.
Knowledge a Young Wife Should Have.
Knowledge a Mother Should Have.
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All in one volume. Illustrated. $2.00, postpaid.

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Puritan Pub. Co., 777 Perry Bldg., Phila., Pa.

on the New York Exchange, showing an average return on the investment of 6.2 per cent. The yield from these common stock is now higher than at the record low prices for either last year or 1911. This increase in yield is due in part to declining prices, but in part also to increased dividends in a few cases. Following is the list:

Common Stock	Pres. Div. Rate	Yields High 1912	Yields High 1911	Yields May 21, 1913
Amal. Cop.	6%	4.31%	2.79%	8.12%
Amer. Smelt.	4	4.39	4.77	6.01
Am. Sugar R.	7	5.24	5.71	6.36
Atchison	6	5.37	5.15	6.03
Balt. & Ohio	6	5.36	5.49	6.09
B. R. T.	5	5.29	5.91	5.47
Can. Pac.	10	3.53	4.05	4.22
Ches. & Ohio	6	5.86	5.77	7.76
C., M., & St. P.	5	4.25	5.24	4.67
Gt. Nor. pf.	7	4.87	5.00	5.53
Lou. & N.	7	4.12	4.35	5.32
N. Y. Cent.	5	4.11	5.19	5.00
Nor. Pac.	7	5.32	5.08	6.13
Penna.	6	4.75	4.61	5.44
Reading	8	3.34	3.71	5.00
South. Pac.	6	5.19	4.74	6.20
Un. Pacific	10	5.66	5.19	6.69
U. S. Steel	5	6.19	6.09	8.35
U. S. Rub.	6	5.89	8.24	9.56
Utah Cop.	3	4.44	5.18	5.97

The low price of many bonds, even those of the higher grades, during this year's depression, should have made them attractive to a business man with surplus income. Not only have newer issues and others not of the underlying class declined notably, but bonds of the savings-banks class have shown decided recessions. *The Wall Street Journal*, a few weeks ago, in reply to an inquiry from a business man who had $3,000 which he wished to invest in bonds that would net him about 5 per cent., gave the following list from which to make selections:

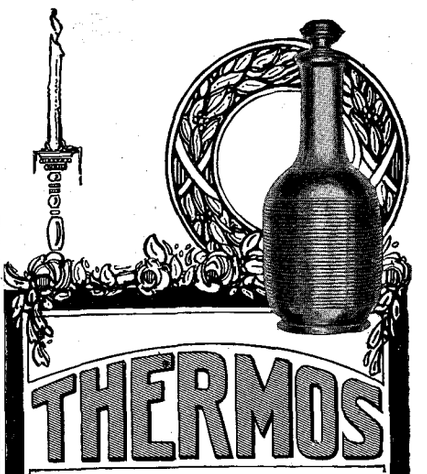
Name	Rate	Maturity	Yield
RAILROADS			
Virginia Railway	5	1962	5.11
Norfolk Southern	5	1961	5.12
Western Maryland	4	1952	5.16
S. Ry. dev. and genl.	4	1966	5.34
Che. & Ohio convert.	4½	1930	5.45
C.,C.,C.& St.Louis deb.	4½	1931	5.56
St.Louis,I.M. & unified	4	1929	5.84
*MissouriPac. ref.conv	5	1959	5.96
INDUSTRIALS			
U. S. Steel second	5	1962	4.93
Am. Agr. Chemical	5	1928	5.00
Indiana Steel	5	1952	5.01
Armour & Company	4½	1939	5.21
National Tube	5	1952	5.24
*Illinois Steel deben	4½	1940	5.35
Bethlehem Steel first	5	1926	5.36
DuPont Powder deben.	4½	1936	5.59
Va-Caro Chemical Co.	5	1923	5.66
West.Elec. & Mfg.con.	5	1931	5.67
TELEPHONE AND TELEGRAPH			
W. U. Tel. coll. trust	5	1938	5.00
S. Bell Tel. & Tel.	5	1941	5.04
Pacific Tel. & Tel.	5	1937	5.07
*Michigan State Tel.	5	1924	5.09
Cumberland Tel.	5	1937	5.11
A.Tel.&.Tel. col. trust	4	1929	5.16

Name	Rate	Maturity	Yield
SHORT-TERM SECURITIES			
L. S. & Mich. South.	4½	Mar. 15, 1914	4.70
Illinois Central.	4½	July 1, 1914	4.90
*Penn. convertible.	3½	Oct. 1, 1915	4.90
Michigan Central.	4½	Mar. 1, 1914	5.00
Internat. Harvester	5	Feb. 15, 1915	5.10
New York Central.	4½	May 1, 1915	5.10
Chesapeake & Ohio.	4½	June 1, 1914	5.20
Southern Railway.	5	Feb. 1, 1916	5.25
Seaboard Air Line.	5	Mar. 1, 1916	5.45
Erie	5	Apr. 1, 1915	5.85
Brooklyn Rapid Tran.	5	July 1, 1918	6.00

* Are in $500 denominations.

Only a Trifle.—"Is it true that both your husband and the man who lives next door to you have failed in business?"

"Yes, but Ned's failure isn't nearly so bad as Mr. Naybor's. He failed for fifty cents on the dollar, while my husband failed for only ten cents on the dollar."—*Boston Transcript.*



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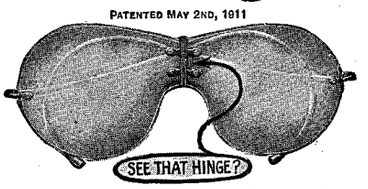

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CURRENT EVENTS

Foreign

July 10.—King Ferdinand of Bulgaria orders all his troops withdrawn from disputed territory.

King Alfonso signs a decree calling for volunteers for Morocco.

Count Tadasu Hayashi, one of the leading statesmen of Japan, dies after a surgical operation.

July 14.—The House of Commons passes a bill abolishing plural voting in the British Isles.

Eighty lives are lost in floods in the Maros-Torda district of Transylvania, Hungary, 15 villages being destroyed.

July 16.—Ambassador Henry Lane Wilson leaves for Washington, having been called home to tell about the serious condition of affairs in Mexico.

Greek, Turkish, and Rumanian armies are reported advancing in Bulgarian territory.

Robert Bridges is appointed Poet Laureate of England.

Domestic

WASHINGTON

July 10.—The Interstate Commerce Commission holds that the New Haven wreck at Stamford, Conn., in which six persons were killed, was caused by an engineer's ignorance and inexperience, and holds the operating management of the road responsible.

The Senate Banking Committee sidetracks the Currency Bill until the Tariff Bill is passed.

Acting Secretary Roosevelt, of the Navy, approves plans for *39*, the superdreadnought which, with the *Pennsylvania*, will share the distinction of being the largest warships afloat.

July 11.—President Wilson names Justice James W. Gerard, of New York, to be Ambassador to Germany, and Joseph E. Willard, of Virginia, to be Minister to Spain.

July 12.—Representative Stanley denies that David Lamar inspired the resolution for the investigation of the United States Steel Corporation.

Secretary of State Bryan announces the third and final item of his international peace plan, which is intended to preserve the status quo of military and naval strength of disputants pending arbitration.

July 14.—The presidents of 54 railroads and the Brotherhoods agree on terms of arbitration at the White House.

July 15.—President Wilson signs the Newlands Bill, which was rushed through Congress, amending the Erdman Act in accordance with the agreement reached by representatives of the railroads and the trainmen at a White House conference.

Corporations of the United States earned $3,304,000,000 above all expenses in 1912.

GENERAL

July 10.—Dr. Joseph Swain, president of Swarthmore College, is elected president of the National Educational Association, in session at Salt Lake City.

July 11.—George W. Hays is declared the Democratic nominee for Governor of Arkansas by the State Supreme Court. The nomination was contested by ex-Congressman Stephen Brundidge.

July 15.—Ex-State Senator Stephen J. Stilwell, of New York City, goes to Sing Sing to serve a term of from four to six years for soliciting a bribe.

United States Senator A. O. Bacon, of Georgia, is renominated without opposition.

The coal miners' strike in the Paint District of West Virginia is settled.

July 16.—An indictment charging George B. Cox, former politician, with misapplying $115,000 of the funds of the Cincinnati Trust Company, is dismissed.

Fine Scruples.—FATHER—"I want to tell you this, my son, the secret of success is hard work."

SON—"If it's a secret, dad, you shouldn't have mentioned it. Fortunately, I'm too much of a gentleman to take advantage of information gained in that way."—*Boston Transcript.*

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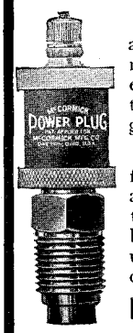

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"L. M. M.," Chicago, Ill.—"Is the following sentence correct? 'It will have become a great deal more in 20 years from now.'"

The sentence is correct. The Lexicographer would prefer to say "will have *grown to* a great deal more"; but the change is slight.

"C. D.," Cameo, Colo.—"Kindly explain the following clause of a contract: . . . . (about a city lot) 'I promise to pay $10 monthly until one-third (⅓) of the full price shall have been paid, when you shall give me Warranty Deed to lot, and *for the balance I will give you notes bearing 5 per cent. interest, secured by the property and payable as above.*'"

As there is no reference to accumulation of interest, all that the contract requires you to pay before you get the warranty deed is one-third of the purchase price. When that is paid, you will owe two-thirds; and on this two-thirds interest will begin to accumulate at the rate of 5 per cent. For example, if the purchase price were $300 you would pay $10 a month for ten months, then owe a balance of $200. You should receive your warranty deed for the property, and give notes secured by mortgage or deed of trust for the "balance," that is, for the $200 still owing.

"A. R. B.," Pasco, Wash.—"In writing a letter to a friend or firm asking for information or the performance of any request, is it grammatically correct to say, '*Thanking you in advance* for prompt attention to this matter,' etc.?"

The phrase you quote, "*Thanking you in advance* for prompt attention to this matter," is often used. The question is rather whether such an expression is logical than whether it is grammatical. One may argue that "to thank in advance" is the same kind of act as "to pay in advance," "thanks" being the compensation offered and received for the service in question. But another may feel that the giving of service and the receiving of thanks for it are not at all a business transaction, that "thanks" are not owed as money is owed and can not be paid as money is paid, and that an attempt to pay "thanks" in advance in order to be saved the trouble of paying them afterward shows imperfect appreciation of the obligation that receiving a favor imposes. The Lexicographer is inclined to say that it would be better to do the thanking afterward, or else to express one's appreciation of a future service in some such phrase as you use at the end of your letter of inquiry: "Assuring you that I shall appreciate the favor," etc.

"I. D. L.," Portsmouth, Ohio.—"Which is correct? 'I differ *with* you,' or 'I differ *from* you?' Why?"

I differ *with* you *in opinion;* I differ *from* you *in appearance, position, proportions, intentions, desires,* etc. Things compared with each other may be found to differ *from* each other in one or more details. My opinions when compared with yours, may be found to differ *from* them. But when *I* differ *with you* in opinion, I am not comparing *myself* with *you.* The reason why we should use *differ with* and *differ from* in this way is that this is the way in which the English people who make usage have chosen to use the words.

"E. A. P.," Denver, Colo.—"(1) Is it permissible to substitute the preposition 'for' for 'of' in the following sentence? 'The company will insist on full reimbursement *of* such expense.' (2) If not, why is it that the preposition 'for' is used with forms of the verb, as, 'He was reimbursed *for* his expense'?"

The verb *reimburse* has two senses: (1) "to refund," (2) "to indemnify"; and hence one can say either "to *reimburse* (refund) expenses to a man" or "to *reimburse* (indemnify) a man for expenses." The noun in corresponding senses would be (1) "the reimbursement (*refunding*) *of* expenses" and (2) "the reimbursement (*indemnifying*) *for* expenses." Both prepositions are correct; which you use depends upon the sense which you give to the words *reimburse* and *reimbursement.*

Kissed by an Angel

The story of a wooing unparalleled in romance—"ANGEL ISLAND," by Inez Haynes Gillmore, now appearing in THE AMERICAN MAGAZINE.

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The publishers of THE AMERICAN MAGAZINE wish to express their appreciation of the increasing regard of the reader as reflected in the sales of the magazine since the beginning of the year. It is a pleasure to know that a larger and larger number of Americans find that THE AMERICAN MAGAZINE is living up to its name. Did you ever think what a big name it has? what a big thing it is to be—or even to try to be—*The* American Magazine—the magazine that takes the essential fabric of our national life and weaves it into a beautiful, enjoyable, intelligible whole?

The August Fiction Number, containing the first instalment of ANGEL ISLAND, is now on the stands. It is as worthy of the attention of the reader as any magazine published anywhere, at any time. Among the contributors:—David Grayson, James Montgomery Flagg, John Taintor Foote, A. B. Frost, Frank E. Schoonover, Margaret Widdemer, Edmund Vance Cooke, George Fitch, Arnold Bennett, Hugh S. Fullerton, Stephen Leacock, John A. Moroso and the brothers Kolb.

The August Fiction Number of

The American MAGAZINE

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You simply cannot buy better tobacco anywhere. Try Tuxedo today. You will see why these men are so fond of it.

CHRISTY MATHEWSON

Christy Mathewson, famous pitcher of the New York Giants, a great favorite with the "fans" all over the country, says:

"*Tuxedo gets to me in a natural, pleasant way. It's what I call good, honest, companionable tobacco—the kind to stick to.*"

ED. A. WALSH

Ed. A. Walsh, famous pitcher of the Chicago White Sox, the "Iron Man" of the American League, says:

"*Tuxedo gives you that 'play-ball' feeling. Every pipeful is a bracer, because Tuxedo is cool, mild and pure, and has no harmful effect on the wind.*"

JOHN J. McGRAW

John J. McGraw, famous manager of the New York Giants, champions of the National League, says:

"*Tuxedo gives to my pipe smoking a keen enjoyment that I have experienced with no other tobacco. Supreme in mildness and fragrance is Tuxedo.*"

"HUGHIE" JENNINGS

Hughie Jennings, manager of the Detroit "Tigers," three times champions of the American League, says:

"*After a red-hot finish in a ball game, a pipeful of Tuxedo makes victory sweeter or defeat more endurable. We-ah for Tuxedo.*"

HEINIE ZIMMERMAN

Heinie Zimmerman, 3rd baseman of the Chicago Cubs, champion hitter of the National League last season, says:

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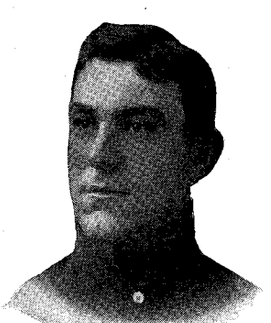

LARRY LAJOIE

Larry Lajoie, famous 2nd baseman of the Cleveland "Naps," for years one of the leading hitters in the American League, says:

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